

PE & AMERICA  
PENIN  
KONG WEEKLY  
PRESS  
LONDON

# Hongkong Daily Press.

ESTABLISHED 1857

NOW READY  
THE  
DIRECTORY & CHRONICLE  
FOR 1909.  
Complete Edition ... \$10.00  
Small ... 6 00  
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to the Local Booksellers.

No. 15,914.

號四十四百九千五第

日五初月三年元癸

HONGKONG, SATURDAY, APRIL 24TH, 1909.

大拜禮

號四十二月四年九零百九千一英港香

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## SUN GLASSES

IN GREAT VARIETY.

A. S. WATSON & CO.,

LIMITED,

THE HONGKONG DISPENSARY,

AND  
KOWLOON DISPENSARY.

[a30]

## NEW PIANOS

ON HIRE

AT \$10 PER MONTH.

TUNING AND

REGULAR

ATTENTION

INCLUSIVE.

S. MOUTRIE & CO.,

LIMITED.

CHATER ROAD.

Hongkong, 1st October, 1908.

[a40-1]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net \$5.50 per cask ex Factory

In Bags 250 lbs. net \$3.45 per bag ex Factory

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 29th April, 1908.

[a1647]

THE GRAND HOTEL.

DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.

Situated in close proximity to the Harbour

and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMBALLE & M. MAILLE, Proprietaires.

PEAK TRAMWAYS COMPANY

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m. every 15 minutes.

SAUNDERS.

Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.00 a.m. to 11.00 a.m. Every 10 minutes.

11.45 a.m. to 12.00 Noon Every 15 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st April, 1909.

## "ALL NIGHT"

DRUG STORE

You can get what you need at WATKINS DISPENSARY any hour of the night.

All that you need do to get prompt, cheerful attention is to press the night bell.

This night service is intended entirely as an accommodation to our customers. It is given willingly—cheerfully.

QUALIFIED ENGLISH CHEMISTS

WILL ALWAYS BE ON DUTY TO

DISPENSE PRESCRIPTIONS.

WATKINS, LIMITED,

The charges during the night hours are the same as by day.

CHEMISTS AND DRUGGISTS,

31, Queen's Road Central,

HONGKONG.

NIGHT AND DAY TELEPHONE: 492.

[a39]

## CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY ★★★★★ - - - - - \$22.50

" ★★★★★ - - - - - 20.00

" ★★★★★ - - - - - 17.00

WHISKY, PAIL MALL - - - - - 20.00

" JOHN WALKER & SONS' - - - - - 12.50

" OLD HIGHLAND - - - - - 10.50

" C. P. & CO.'S SPECIAL - - - - - 10.50

BLEND - - - - - 20.00

PORT WINE, INVALIDS - - - - - 13.50

" DOURO - - - - - 14.75

SHERRY, FINO SUPERIOR - - - - - 16.00

" LA TORRE - - - - - 18.50

" OLD EAST INDIA - - - - - 20.00

" AMOROSO - - - - - 23.00

" ROYAL AMONTILLADO - - - - - 26.50

" CURIO SOLEIRA - - - - - 40.00

BENEDICTINE, D.O.M. - - - - - Pts. 42.00

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.

HONGKONG AGENTS.

[a51]

## LANE, CRAWFORD & CO.

ARE NOW SHOWING NEW DESIGNS IN  
SELECTED TEAK FURNITURE.  
SIDEBOARDS AND DINNER WAGGONS.  
DINING TABLES. CHAIRS. DESKS.  
BOOKCASES. FOLDING CARD TABLES.  
HALLSTANDS. HALL CHAIRS.  
BEDROOM SUITES. WARDROBES.

FIRST CLASS WORKMANSHIP

INSPECTION INVITED.

LANE, CRAWFORD & CO.

Hongkong, 9th April, 1909.

[a33]



## KUPPER'S PILSENER BEER.

THE LEADING BEER IN THE  
FAR EAST.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,

WINE & SPIRIT MERCHANTS.

15, Queen's Road Central.

TELEPHONE No. 75.

Hongkong, 15th April, 1909.

[a35]

## "SHACKELL"

"SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

SHACKELL EDWARDS & CO., LTD.

PRINTING INK MAKERS.

ESTABLISHED 1786.

HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.

Hongkong, 16th October, 1907.

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BREWER & CO., LIMITED.,

PEPPER STREET—Adjoining Main Entrance HONGKONG HOTEL.

TELEPHONE, No. 696.

Hydrographical Surveying, by Wharton

and Field: New Enlarged and

Revised Edition ... \$17.00

Modern Gas and Oil Engines, by F.

Grover ... 4.20

The New Spirit in India, by H. W.

Nevison ... 9.00

Personal Religion in Egypt before

Christianity ... 2.25

Three Plays of Shakespeare, by

Swainburne ... 2.25

My Experiences in Cyprus, by Basil

Stewart ... 4.50

Roman Life and Manner, by L.

Fieldlander ... 4.50

The Art of Modern Conjuring ... 2.75

Cole's Fun Doctor ... 1.75

Another Hardy Garden Book ... 5.50

The Fernandez Reciter: Popular and

Humorous ... 2.75

Regulations Relating to the Examination

of Engineers ... 40

Regulations and Suggestions as to the

Survey of the Machinery of

Steamships ... 40

NEW NOVELS \$1.75 EACH.

High Life in the Far East, by James Dalziel:

Author of "In the First Watch."

Septimus, by William J. Locke: Author

of "Beloved Vagabond."

Adventures of Louis Blake, by Louis Becke.

The Tempting of Paul Chester, by Alice

and Claude Askew.

The Crime on Canvas by F. M. White.

Sir Morecombe's Marriage, by Florence

Warden.

The Capture of Paul Beck, by M. McDonnell

Bodkin.

The House Called Herish, by "Rita"

The Iron Heel, by Jack London.

The Sin o Alison Darling, by L. G.

Moberly.

"This My Son" René Bazin.

We of the Never Never, by Mrs. Arness

Gum.

The Conventionalists, by R. H. Benson.

[a32]

## "CLAN MACKENZIE"

SCOTCH WHISKY.

\$15.50 PER DOZ.

AN OLD MATURED WHISKY OF FINE MELLOW FLAVOUR.

AS SUPPLIED TO THE HOUSE OF COMMONS.

LANE, CRAWFORD & CO.

SOLE AGENTS.

[a34]

JOHN ROBERTS & COMPANY LTD.

BILLIARD TABLE MAKERS,

HONGKONG.

UNDERTAKE to Supply a First-class Full Sized BILLIARD TABLE, design  
No. 1, to following Specification, viz.: On Eight Massive Turned Legs, raised panels  
to Carved Bracket Knees, Screwed Mouldings, double bolted, best Welsh Slat Bed, extra  
heavy solid cushion rails fitted with our new low set Express Cushions, patent invisible  
Pocket Plates best Whiplash Pockets, Six Chalk Cups, Superfine West of England Cloth,  
and patent adjusting toes, with lever for levelling, complete with the following accessories:—

- 12 Selected Ash Cues.
- 1 Butt Rest with Patent Brass Head.
- 1 Billiard Rest with Patent Brass Head.
- 1 Long Butt.
- 1 Billiard Marking Board.
- 1 Dust Cover for Table.
- 1 Straightedge and 1 Circle.
- 1 Best Spirit Level.
- 1 Smoothing Iron with Shoe.

- 1 Wall Cue Rack.
- 1 Wall Butt Rack.
- 1 Set Billiard Balls, Framed.
- 1 Best Billiard Brush.
- 1 Set "Crystalline" or "Bonzoline" Bill. Balls.
- 1 Box Best Cue Tips, assorted.
- 1 Cue Tip Fastener with File.
- 1 Bottle Cue Cement.
- 1 Box Silk Spots.
- 2 Dozen Best White Chalk.

Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of  
Rs. 1,400 nett.

Illustrated price lists giving prices and particulars of everything pertaining to billiard  
can be had on application from the Offices of this paper.

Hongkong, 1st April, 1904. [572-1]

## INTIMATIONS

NOTICE.

SEALED TENDERS, in Duplicate, for the  
Supply of the undermentioned STORES  
for H. F. M. Cruiser "VASCO DA GAMA,"  
while in this Harbour during the month of  
May, 1909, will be received by the Captain,  
care of the Portuguese Consulate, No. 47,  
Wynham Street, until Noon, on TUESDAY,  
the 27th April, 1909.

ENGINE ROOM STORES  
WINE AND PROVISIONS  
STATIONERY.

Full particulars and any necessary information  
may be obtained on application at the  
Portuguese Consulate.

The right to reject the lowest or any Tender  
is reserved.

JOAO J. LEIRIA,

Consul for Portugal.

Portuguese Consulate,

Hongkong, 23rd April, 1909. [648]

IN THE ESTATE OF THE LATE

THOMAS BROCKETT, Foochow,

China, Stockbroker.

NOTICE IS HEREBY GIVEN that all

persons having Claims against the above

Estate are required to send particulars of same

to the undersigned before the 15th Day of

May, 1909. And all persons indebted to the

said Estate are required to make immediate

payment to me.

F. WM. SHAW,

Attorney for the Executor.

Foochow 16th March, 1909. [502]

## SITUATION WANTED.

BY an ENERGETIC YOUNG MAN  
a Position of Trust. First Class  
Security and References.

Apply to— "B. A."

Care of "Daily Press" Office.

Hongkong, 23rd April, 1909. [646]

## WANTED.

BY a GERMAN GENTLEMAN, residing  
in CAINE ROAD, Advanced Lessons and  
an Accompanist Violin and Piano twice a week  
from 9 to 10 o'clock in the evening.

Apply stating terms to— "X.W."

Care of "Daily Press" Office.

Hongkong, 6th April, 1909. [578]

## FOR SALE.

## ELECTRIC PLANT

Consisting of:—

TWO 125 Kilowatt STEAM ALTER-

NATOR SETS; Output, 60 Amperes

at 2100 Volts. The Sets comprise Vertical

Compound Medium speed Engines, 205 revolu-

tions per minute, by Messrs. ROBEY & Co.,

direct coupled to Alternators by Messrs.

JOHNSON and PHILLIPS, complete with

Exciters, &c.

ALSO

ONE HORIZONTAL COMPOUND JET

CONDENSING STEAM ENGINE, 100

Horse power by Messrs. BROWN and LINDLEY.

For further particulars apply

HONGKONG ELECTRIC CO., LD.,

St. George's Buildings,

Hongkong, 23rd April, 1909. [649]

## HOTELS

### HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.  
String Band Plays during Dinner and Dinner.  
Well Furnished Reception Rooms.  
Private Bar and Billiard Room for Hotel  
Residents.  
Electric Lifts to each Floor.  
Electric Lighting and Fans.  
Telephones on every Floor.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.  
CHARGES MODERATE, AND NO EXTRAS,  
[a42] A. F. DAVIES, Manager.

### KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.



## INTIMATION

A. S. WATSON & CO.  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS

WATSON'S  
EVERY OLD LIQUEUR  
SCOTCH  
WHISKYA BLEND OF THE FINEST PURE  
MALT WHISKIES DISTILLED  
IN SCOTLAND

GENUINE AGE

AND  
FINE MELLOW FLAVOUR.

PER DOZEN - \$16.50

RAINIER BEER

LIGHT,

WHOLESOME AND INVIGORATING

"UNDOUBTEDLY THE BEST BEER  
BREWED IN AMERICA."A. S. WATSON & CO.,  
LIMITED,

THE HONGKONG DISPENSARY.

Hongkong, 1st April, 1909.

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## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and address with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PRESS.  
Code: A.B.C. 5th Ed. Liefer.  
P. O. Box, 34. Telephone No. 12.

## MARRIAGE.

At the Peak Church, Hongkong, on 23rd April, by the Rev. Mr. F. T. Johnson, William, eldest son of John Little Johnson, Esq., of Glen, Bellingham, Cheshire, to GLADYS MAY (Queen), oldest daughter of Alfred Whittle, Esq., of Cornersyde, Bellingham, Cheshire.

HONGKONG OFFICE: 10A, DES VEXES ROAD  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 24TH, 1909.

With all the pomp and circumstance that a heavy downpour of rain would permit, Heungchow, situated less than five miles from Macao, was on Thursday opened by the Viceroy of Canton as a commercial port. Heungchow, at the present time, is a desert waste, with hardly a hut to be seen; but the fact that, in spite of the heavy rains, some thousands of persons from the neighbouring districts attended the inauguration ceremony is a sufficient indication of the widespread interest of the Chinese in the project. Especially noteworthy was the presence of the Viceroy. The project, however, is not a conception of the official brain. For years past the idea has been maturing in the minds of Chinese merchants interested in the trade which is carried on between Macao and San Francisco; and we understand that the Syndicate which has the scheme in hand is composed mostly of Chinese merchants who have "made their pile" in San Francisco, and returned to spend the remainder of their days in the district of Heungchow. The new port of Heungchow is admittedly intended to draw away a trade which has long been enjoyed by Macao, and it is stated that the new port will have among its first residents some of the salt-fish merchants who have long been carrying on business in the Portuguese

Colony. People who suffered by the floods in the West River districts are also to be offered inducements to settle there, but as these people are mostly agriculturists, and the site of the new city of Heungchow is an unrelieved stretch of sand dunes, there does not seem to be any alluring prospect for tillers of the soil. Further inland the country is fertile, but it is also fairly well populated. Within a radius of three miles of Heungchow there is a population of 5,000 or 6,000 persons, and we may assume that for the present there are as many agricultural labourers there as are needed. If we say that it would be difficult to find in the neighbourhood of the Canton Delta a more unpromising site than Heungchow for the development of a great seaport town, we may possibly be asked whether something very similar was not said of Hongkong when the British took possession of it. That is true enough, and no doubt, the founders of the port of Heungchow are encouraged by their knowledge of the fact that the magic wand of commerce transformed a barren rock at Hongkong, and a mudflat at Shanghai into seaports of commanding importance in the world within a period of less than fifty years.

An essential requisite of a thriving seaport is a good harbour. Heungchow would make an admirable seaside resort, but while the smallest of the shallow-draught steamers which ply between Hongkong, Canton and Macao are unable to approach within a mile of the shore at Heungchow, the development of the place is not likely to be rapid. We understand, however, that the Syndicate has strong financial backing and that the necessity for deepening the bay has not been overlooked in their scheme. Railway connection, presumably with Canton and other cities inland, is also contemplated. Time alone will prove whether the builders of the new city are likely to realise the hopes they now entertain. It does not appear that Heungchow is to be opened to foreign residence, though the place is to be governed much in the same way as is the Foreign Commercial Settlement at Tsinan, the capital of Shantung, which was the first city in the Chinese Empire to be voluntarily opened by the Government of China—that is to say, Heungchow is to have a Municipal Council on foreign lines and a municipal police force. And in order that it may the more successfully compete with Macao, it is to be made a free port, so the rumour goes. The wish is doubtless father to the thought. As soon as foreign trade begins to develop at Heungchow, the Imperial Maritime Customs will be expected to establish a station there; and any failure on the part of the Customs authorities to do so is certain to evoke a strong protest from the Diplomatic Corps in Peking. We cannot doubt that a determined attempt to divert the trade of Macao is intended, and it is very doubtful whether it is in the power of the Portuguese authorities now to prevent it. The responsibility rests not so much with the Colonial authorities as with successive Governments at Lisbon. Instead of allowing the Colonial authorities to spend their surplus revenue on the dredging of the harbour and other public improvements which would have enabled the Colony to maintain something of its old prestige as a centre of trade and commerce, Lisbon has squeezed it to the uttermost. The Colony now exists largely by reason of the facilities it gives for gambling. Eighty-five per cent of the Colonial Revenue is now derived from the opium and gambling monopolies. Recent events threaten the Government with the loss of its opium revenue, which has amounted to \$334,000 per annum, and as a result of the depressed condition of trade the gambling monopolies are not yielding half what they formerly contributed to the Colonial coffers. Some of the lotteries have recently been obliged to stop, and the inference is that the Macao Government may have to look for an increasing proportion of its revenue in future from new taxation. The outcry made by the Chinese at Macao less than a couple of years ago, when something of the kind was suggested, will be remembered, and any suggestion of that nature now would give an additional flip to the new enterprise at Heungchow.

Cable communication with Macao has been restored.

The morning service at Union Church tomorrow is a memorial service for the late Mr. G. Murray Bain.

Manila papers are complaining that the hemp industry is badly crippled, the present price of 11 pesos per 137½ lbs being 30 pesos less than three years ago.

Colonel Jacob A. Anguar, 10th Cavalry, in command of the post at Fort William McKinley, Philippine Islands, died at his quarters about 6 o'clock on Sunday evening as the result of a stroke of apoplexy. He had been scheduled for promotion on May 15 to the rank of brigadier-general.

The appointment of Mr. Gompertz as Palace Judge of Hongkong was notified in the London Gazette on the 29th ult.

As a little group of Chinese speculators—who dropped a trifle of five or six million dollars in acquiring the knowledge—know to their cost, says the *Pingang Gazette*, the price of tin is governed by a variety of factors, many of them altogether beyond the control of people in Malaya.

Mr. David Reid, of Harley House, Regent's Park, London N.W., and of Shootfield, Sandridge, Sevenoaks, Kent, formerly of Shanghai, a director of the Ceylon Tea Plantation Company (Limited) and other companies, who died on February 14, aged 75, left estate valued at £105,497 gross, with net personality \$105,257.

An exemplary punishment was passed on a Chinese yesterday by Mr. Kemp, First Police Magistrate, for snatching an earring from a woman in D'Agallur Street. He was sentenced to three months' imprisonment, four hours' exposure in the stocks, and to receive twelve strokes with the birch.

At the annual meeting of the Y.M.C.A., Literary and Debating Society officers for the ensuing year were elected as follows: President, Capt. A. Baker; Vice-Presidents, Mr. E. B. Cubey and Capt. F. A. Brown; Secretary, Mr. P. Currie; Hon. Treasurer, Mr. R. Taylor; Committee, Mr. W. H. Emberley and Mr. W. J. Toakes.

A house boy in the service of the Hon. Mr. Pollock at his residence 18 Plantation Road, Peak, was yesterday at the Magistracy fined \$202 for illegal possession of large quantities of opium. The excise authorities learned that the defendant was selling opium, and on visiting the house they searched the pantry and found a large quantity of opium.

Arrangements we read, have been made for the shipment of a very large cargo of Tasmanian sleepers for the Chinese railways. The steamer *Scythian Monarch* took a cargo from the Huen last month, and reached Hongkong on the 21st inst. The shipment consists of 84,003 sleepers, equivalent to 2,520,000 feet. This is the largest cargo of timber that has left Tasmania in one bottom.

Telegraphic advices have been received that the Chinese Engineering and Mining Co. will pay an interim dividend of 1s. 6d. per share, free of tax, on account of the year ending February 28th 1909. The dividend is declared payable on the 1st of May. We may add that the Chinese Engineering and Mining Co., which work the well-known Kaiping mines in North China has just opened an office in Hongkong at No. 16 Alexandra Buildings, Mr. J. Somerville Doble being in charge.

Captain G. Willoughby of the *Stanley* prosecuted an amah for disobedience at the Magistracy. It appears, she had been ordered by Mrs. Willoughby to wash a shirt, but she replied that she could not iron, whereupon her mistress told her to wash it and not to trouble about ironing. The amah replied "no can iron, no can wash." She began to shout in the dining room and became so noisy that Captain Willoughby put her out. Still the "bobby" continued and the police had to be sent for to arrest her. Mr. Kemp fined her \$4.

The Bandmann Dramatic Company, the only essentially dramatic combination that has visited the Far East for some considerable time, is expected to arrive in the Colony shortly; and will open their season on Tuesday, April 30th with "The Prisoner of Zenda," at present being produced at the St. James' Theatre, London, with phenomenal success. The Company's repertoire comprises some of the most popular dramas of the day, and we understand that the present combination is the strongest and, up to the present, the most successful ever sent East under the direction of the popular Mr. Maurice E. Bandmann. For further particulars see our advertisement columns.

Wang Ts Hsieh, the late Chinese Minister to the Court of St. James', who during the last two years has been studying the British Constitution, left London last month for Brussels. His Excellency was to spend a few days in Brussels and Norway, and afterwards go to Peking to take up his new post as the Vice-President of the Department of Communications. At the station to see him off were Lord Li Ching Fong, K.C.V.O., the Chinese Minister, Sir John McLeary Brown, C.M.G., Comptroller of the Legation, Mr. Ivan Chen, Mr. Wang Kaikuan, Mr. Lin Ti To, Mr. Tang Cheng Ling, Mr. Cheo Fong Kong, a large number of Chinese students, and Mr. Byron Brennan, formerly Consul-General at Shanghai.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 23rd at 11.55 a.m.—The barometer has risen over Japan and the S. coast of China, and fallen over N. China.

A new depression appears to be developing over China to the North of the Yangtze, and the highest pressure is now shown over the Eastern Sea. Moderate E. to S.E. winds may be expected in the Formosa Channel and the N. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.31 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—  
Hongkong & Neighbourhood (E. to S.E. winds, moderate).  
Formosa Channel (moderate).  
South coast of China between Hongkong and Lamokok. Same as No. 1.  
South coast of China between Hongkong and Hainan. Same as No. 1.  
(\*) E. winds, fresh to moderate; cloudy, misty.

## TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance, 1894.]

["DAILY PRESS" EXCLUSIVE SERVICE.]

## AN OSAKA SHOSEN KAISHA LOAN.

Tokyo, April 23rd.

The Osaka Shosen Kaisha has negotiated with the Tokyo Banks for a loan of two million yen. Seven per cent debentures are offered at 95.

## THE BRITISH SQUADRON.

Tokyo, April 23rd.

Arrangements are being made to welcome the China Squadron which arrives at Yokohama on the 29th inst.

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS"]

## TENDERS FOR IMPROVED DREADNOUGHTS.

London, April 22nd.

Eighteen private shipbuilding yards have tendered for the building of the new "Dreadnoughts."

The specifications require that the ships shall be thirty per cent. more powerful than the original type.

## LORD CHARLES BERESFORD AND THE NAVY.

London, April 22nd.

The Rt. Hon. H. Asquith, the Premier, has stated in the House of Commons that Admiral Lord Charles Beresford had recently submitted to the Government a statement dealing with the readiness of the Home Fleet. The points raised in the statement were about to form the subject of inquiry by the sub-Committee on Imperial Defence, over which he (the Premier) would preside. The Admiralty concurred in desiring the inquiry.

## THE BUDGET.

London, April 22nd.

The Chancellor of the Exchequer will submit the Budget to the House of Commons on the 29th inst.

## APPALLING MASSACRES IN ARMENIA.

London, April 22nd.

Reports from Constantinople state that 10,000 Armenians have been massacred in the Syrian towns.

One report received by the British Embassy estimates the number killed at 15,000.

## THE SITUATION IN TURKEY.

London, April 23rd.

The Deputies and Senators sitting as a National Assembly at San Stefano have issued a proclamation exhorting obedience to the Army of investment.

The Fleet, which left for Constantinople without Admiral Gamble, has unexpectedly arrived at San Stefano, and declared loyalty to Parliament.

## SLUMP IN WHEAT.

EXPECTED CORNER IN COTTON.

London, April 23rd.

In the absence of Mr. Patten, who has been speculating heavily in wheat but whose whereabouts are now a mystery, the bears have dumped wheat Chicago and New York prices being lowest.

The brokers fought each other; coats were ripped off and blows freely exchanged.

The New York "Evening World" states that Patten is trying to corner cotton, in which he has invested a million sterling within the last two days.

## SUPREME COURT.

Friday, April 23rd.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUSINE JUDGE).

A SHAMIAN'S EMBARRASMENTS.

Ho Cheung, part owner of a junk, was before the Court to admit or deny several claims for goods supplied. Mr. Reader Harris (of Messrs. Wilkinson and Grist) appeared for the defendant, while Messrs. Otto Kong Sing, C. F. Dixon (of Messrs. Hastings and Hastings), and J. H. Gardiner (of Messrs. Bampton and Holt) represented different plaintiffs.

Mr. Kong Sing asked for judgment in his action as the claim was admitted, and the defendant might run away.

His Lordship—What does it matter, you've got the junk?

Mr. Dixon said that Messrs. Wilkinson and Grist were acting for creditors as well as for the defendant. The other day a member of that firm called to see him to pay him some money.

Mr. Harris—We are not. We should want to be paid if we were creditors, not to pay you.

Mr. Gardiner—I also have a writ against this defendant.

His Lordship—When do you come on, to-day?

Mr. Gardiner—I have a writ for substituted service.

Mr. Dixon—In action 413 I have an interim attachment.

Mr. Harris—Simply served on the place of business.

Mr. Dixon—The place of business is the junk.

His Lordship—The best thing is to let these actions stand over until to-morrow morning.

Mr. Harris will then know his client's views.

Mr. Kong Sing—Mr. Harris ought to know now, as his client is here.

Mr. Harris—I don't think one day makes any difference. You will know all about it to-morrow morning.

Mr. Dixon—This man knew of these proceedings ten days ago. If Mr. Harris comes here with insufficient instructions he ought to take the consequences.

Mr. Harris—Do you want judgment against me?

Mr. Kong Sing—My intention this morning was to ask for immediate execution and sale. I also have an interim attachment against this junk.

His Lordship—All you people who come on to-day ought to rank *pari passu*.

Mr. Kong Sing—I submit not.

Mr. Dixon—Are you going to try to get in before me?

Mr. Kong Sing—Mr. Dixon has precedence.

Mr. Harris—I think the plaintiffs appear to have got all they want for the present. They can now wait until to-morrow morning.

His Lordship—Yes. I will take the case to-morrow morning.

## MACAO.

[FROM OUR CORRESPONDENT.]

April 23rd.

This is the season of the year when the need for the dredging of the harbour is daily emphasised. Owing to the low tides the arrival of the steamers from Canton and Hongkong are delayed and much inconvenience results. The Canton steamboats which are due at night are unable to enter the harbour until the morning, and yesterday the *Sui Tat*, for the first time this year, got stuck on the mud opposite the Lighthouse and did not get to her berth until about eight o'clock.

## STREET STALLS.

Is it not time that in the interests of the shopkeepers, the *Leal Senado* placed some restriction on the number of licences for street stalls? These stalls are now scattered all over the city. Why should the *Leal Senado* grant licences for stalls which are run as open-air restaurants, encouraging competition against the restaurants which pay large contributions to the city coffers by reason of the fact that they are on the list of house-holders? Last year some authority placed restrictions on this abuse of the stall-holder's licence, but of late there seems to have been a reversion to the old state of things, and the number of stalls in the public thoroughfares has become an intolerable nuisance.

## "THE HIDDEN LIGHT."

A new lantern for the Guia Fort arrived six or seven weeks ago, and has remained carefully packed in its case in the Government godown. I hope it will not be forgotten, like the seismograph which came out some years ago and still remains in its packing case.

## MACAO'S RIVAL.

Great numbers of Chinese left the city to attend the ceremony of inaugurating the new Port of Heungchow yesterday.

## JAPAN AND MANCHURIA.

In the House of Commons last month Earl Winterton (Sussex, Hoveham, Opp.) asked the Secretary of State for Foreign Affairs whether his Majesty's Government had received official notification that China had addressed a formal despatch to the Japanese Minister in Peking asking that the whole of the Manchurian question should be submitted to The Hague Tribunal; whether they had received official advice that the Japanese Minister was endeavouring to induce China to withdraw this despatch; and, if this was the case, whether his Majesty's Government proposed to take any steps in the matter, and were prepared to instruct his Majesty's Minister in Peking to support China in this demand.

Sir E. Grey—His Majesty's Government have received no notification on the subject from either China or Japan, though I understand that the Japanese Government have declined to submit to arbitration certain questions connected with Manchuria. I do not see on what ground his Majesty's Government can intervene in the matter.

## A RE-HEARD CASE.

Mr. Kemp was occupied at the Magistracy yesterday morning hearing the re-opened case in which Morris Ben had been sentenced to two months' imprisonment for larceny as bailor of \$500 belonging to Dora Jackson.

Morris Ben declared that he had known Dora Jackson only two months. He did not know her in South Africa. He had not asked any of his friends to pay her the money back, and he came back from Saigon on his own accord. No mention was ever made to him of a draft. Dora Jackson sent him £3 a month for the maintenance of her child. He was aware of this because he had conducted her correspondence. She knew that he would be going to Singapore because he was booked through from Shanghai to Singapore and only broke his journey here for a short time. He understood the charge against him had been withdrawn and that was the reason he said nothing at the trial. On the day his had a notice from the police to leave Hongkong, she asked him to ask Dr. Fitzwilliams to call with a view to obtaining a certificate that she was sick.

Cross-examined—For some years he was the "sweetheart of Sarah, Russia" at Singapore. He was not deported from Singapore. When he came from Shanghai he had not a woman with him. There were several women on board. He had not a woman with him from Saigon. He was a prisoner and could not bring anybody with him. When he said that he came up voluntarily he meant that although the police put him on board at Saigon they had no control over him. He explained having \$175 when searched by the police as part of the money which he earned as agent for the sale of lamps. He received \$150 a month and commission.

And does that enable you to run round?—I have other business in Shanghai, Harbin, and all over the place in China.

I suppose you have been in gaol there? No, I have not. I have not been in gaol before.

The question was not allowed.

Witness—I will not answer any more questions if I am to be insulted.

What is your nationality?—No answer.

Witness added that he was a Jew of all trades, and that having been a commercial traveller, going all over the East he had met these ladies, some of whom were his friends.

Bortha Goldstein said she had met Morris Ben five or six times. Witness spoke to visiting Dora Jackson and hearing her say that she had defendant \$500 and that he did not pay her back.

Dora Jackson (complainant) said she was in the habit of sending drafts home.

Cross-examined—She met the defendant at Singapore. She had known him a year. She was a Jewess. She had been married but was divorced. She paid \$45 a year for the maintenance of her child. She had the \$500 in her house and she wished to send \$45 for her child's maintenance as she was leaving the colony and did not know where she would go.

His Worship, after hearing other evidence confirmed his decision in sending Ben to prison for two months.

## THE WARD COMEDY COMPANY.

FAREWELL PERFORMANCES.

The Ward Comedy Company bring their season in Hongkong to a conclusion on Monday night, and genuine regret will be expressed at their departure. They have given the colony a higher standard of entertainment than it has enjoyed for some time, and the impression they have created has been in the highest degree favourable. It is a truism to say that the theatre-going public of Hongkong appreciate the best which the stage can give, a fact which has been demonstrated by the goodly patronage given nightly to this excellent combination. Mr. Ward will ever be remembered as a personification of comedy. Practically everything he said and did made us laugh. Even his look, like that of Harry Lauder, made us smile. Then Miss Palotta, with her lavish endowment of feminine charms, will not be forgotten. She represents the highest type of actress. Versatile, artistic, and above all, natural, she displayed wonderful histrionic ability, and delighted every audience.

The Company have already given us of their best, and certainly not less than their best will be the concluding performances. To-night there will be a dramatic farewell—that is to say, two plays which belong to legitimate drama will be staged to-night. The first "The Test Supreme" is a one act play of great human interest and intensely dramatic, and the second "Young Mrs. Winthrop" is a beautiful domestic drama. Monday night will be devoted to pantomime and vanderbilt entertainment, the principal features of which are Miss Palotta's singing of "Oh listen to the Bani" and Mr. Ward's fantastic creation "The Sarcrow," a most mirth-provoking sketch.

Last night's performance of "When knights were bold" kept a large audience in roars of laughter, and Mr. Ward received a great ovation for his clever work.

## LATEST STEAMER MOVEMENTS.

The C.N. Co.'s str. *Singan* left Haiphong on the 22nd inst., and is due here on the 26th inst. The Danish str. *Canton* left Singapore on the 22nd inst., and may be expected here on or about Wednesday the 28th inst.

The Apar str. *Gregory* Apat from Calcutta left Singapore on the 22nd inst., and may be expected here on or about the 23rd inst.

The N.Y.K. str. *Yasagawa Maru* (European Line) left Shanghai on the 23rd inst., and is expected here on the 26th inst.

The N.Y.K. str. *Yoshiki Maru* (Bombay Line) left Bombay for this port, via Singapore on the 21st inst., and is expected here on the 10th prox.



HONGKONG GENERAL  
CHAMBER OF COMMERCE.

## THE ANNUAL MEETING.

The annual general meeting of the Hongkong General Chamber of Commerce was held in the City Hall yesterday afternoon. The Hon. Mr. E. A. Hewett presided, and those present included Messrs. D. B. Law, A. Babington, J. W. C. Bonnar, J. W. Bandow, H. A. Siebs, E. Skellin, H. E. Tomkins (committee), E. A. M. Williams (secretary), A. S. D. Coulard, C. Woldering, F. Pagett Hett, H. P. White, C. G. Gok, J. Owen Hughes, C. H. Ross, S. D. Setna, E. G. Barrett, F. C. Mow Fung, V. Bosch, W. S. Bailey, S. Silverstone, C. S. Gubbay and S. H. Michael.

The SECRETARY read the notice calling the meeting.

The CHAIRMAN said:—Gentlemen. The report and accounts having been in your hands for some days, we will, with your permission, take them as read. As you will have observed from the published correspondence now before you, the Committee have had an unusually busy year, having been called upon to consider and deal with a large number of important questions. I will now refer to those which appear to deserve special mention, as briefly as possible.

## THE TYPHOON REFUGEE.

For a considerable number of years this Chamber has urged upon the Government the need for increased protection for small craft in the harbour, the Causeway Bay shelter having for some time past proved inadequate for the purpose. The question has again been brought prominently forward and considerable discussion on the subject has taken place during the past twelve months. As you will remember at the time of the tornado of 18th September, 1906, which resulted in such heavy loss to the small craft in the harbour, H. E. Sir M. Nathan promised that any funds raised by public subscription in the Colony for the relief of the sufferers from the storm would be doubled by the Government. So generously, however, was our appeal for aid responded to by all nationalities trading here, that the subscription not only fully met all claims upon the fund, but left a surplus of some \$35,000 which was handed to the Government to be used, so far as the fund would last, for the relief of sufferers under similar catastrophes. The Colony's subscriptions therefore not having been drawn up, the Relief Committee suggested that the Government contributions which otherwise would have been devoted to the typhoon fund should be used as a nucleus towards the construction of a new typhoon refuge for small craft. The sum to which the Colony was pledged by Sir M. Nathan amounted to close upon \$250,000. The question as you are aware, has now reached that stage when we hope that before many years are past this refuge, so urgently needed for the general welfare of the Colony, will be an accomplished fact. The question of the cost, however, and the means by which the necessary funds were to be raised have led to considerable discussion with the Government. The original estimate was about \$600,000. Each succeeding calculation increased this sum until this was nearly trebled, the latest figure being considerable over 1½ million dollars. In order to raise this sum the Government proposed to pay half out of current revenue, and the other half by a special tax on shipping.

## THE TAX ON SHIPPING.

The reasons for this proposal are fully set forth by His Excellency the Governor in a very lucid memorandum, dated 8th May, 1908, which is included in our report. I need hardly say that the arguments put forward in this memorandum do not, by any means, meet with the support of the Shipping Companies, and the memorandum from their representatives enclosed with a letter to this Chamber, dated 23rd June last, appears to show very clearly that His Excellency's reasons are fallacious, and if acted upon are directly opposed to the real interests of the Colony. It would, in our opinion, be a very great mistake were the Government to look upon shipping as the main source of revenue to supply so much of the loss of revenue experienced in other directions, and to furnish funds for great public works which are required in the interests of the Colony as a whole, and not in that of the shipping only, but this is unfortunately a fear which we have entertained since the recent action of the Government. It is quite true that when a typhoon approaches this Colony considerable delay, and consequently pecuniary loss, is incurred by such shipping as happens to be in port at the moment, but it has apparently been entirely overlooked that the bulk of the small craft is not directly employed by the Shipping Companies. It is, on the contrary used more largely by merchants, private owners, and the usual classes of wholesale and retail dealers who go to form the bulk of the business section of the Colony. This, I think, can be demonstrated by any one who cares to go down the Praya on an average working day, and make enquiry as to the purpose for which each junk and native boat on the water frontage is being used, and by whom engaged. It will be found that a very small proportion only is engaged by shipping firms. Our contention is that the refuge is for the benefit of the Colony as a whole, and not particularly for the benefit of shipping, and under these circumstances the funds needed for the refuge should be provided out of general taxation towards which the shipping and shipowners fully contribute in light dues, license and other fees, and taxes on their shore properties. This view, unfortunately, does not appeal to the Government who, as I have already stated, appears to believe that because individual charges are not to their mind high, it is quite immaterial how these taxes are piled up.

**LICENSE FEES ON LIGHTERS.**  
License fees on lighters have recently been very largely advanced. A demand was made for a quarantine station, and immediately it was proposed that all sorts of expenses in this connection, expenses which would be incurred in the interests of the Colony, should be put upon the ship-owners. This last proposal, I am glad to say, has been dropped, as the Committee of the Chamber has been able to convince the Government that this last proposed exaction was unreasonable, and opposed to the system which obtains in other ports. As I have previously stated on more than one occasion, Hongkong owes its position as one of the leading shipping ports of the world, entirely to its geographical position.

THE DECENTRALISING TENDENCY  
OF SHIPPING.

It is within the memory of many of us, when practically the whole of the Far Eastern trade centred in some three ports in Japan, three in China, and in Hongkong, ocean going steamers rarely calling at other ports. The consequence was that an enormous trade centred in these ports, collected by coasting vessels which acted as feeders to the ocean lines. This tendency for concentration is, however, largely disappearing. Of late years shipowners have shown an increasing readiness to send their ocean steamers to other ports and this is, year by year, becoming more marked. Owners are now loading steamers direct for Europe of America at ports whose names were hardly known to the outside world a few years ago, or which then did not even exist; and with the increased facilities for direct trade, which the development of railways in China and other improvements which are constantly offering, this tendency to decentralization must increase. The movement cannot but be encouraged if the Government of Hongkong persists in what I cannot but describe as a suicidal policy of increasing the taxes on shipping when they should on the other hand, be doing all in their power to attract shipping to the port instead of driving it away. I have spoken, Gentlemen, at considerable length on this point, not because I wish to urge the interests of any one section of our trade, but as apart altogether from such special interests as we may individually represent, I speak here, as I always do under similar conditions, in what I sincerely believe to be the true interests of the Colony as a whole, and it is only because of this special knowledge my business gives me of this side of the question, that I consider it my duty as your Chairman to utter a most earnest word of warning to the Government against what I cannot but consider a line of policy which if persisted in must in the long run react seriously against the prosperity of the colony.

## PRIVATE MOORINGS.

In my address last year, I referred to the Government proposal that the use of all moorings in the harbour should be placed in the hands of the Harbour Master. It was hoped that the Government would have accepted the reasons against this scheme which had been put forward by them, but unfortunately this was not the case, and further correspondence has passed between the Chamber and the Colonial Secretary which is now published in our report. We are still in an unpleasant state of uncertainty as to whether the Government may not in the end endeavour to force upon us what we cannot but look upon as an entirely unnecessary and vexatious piece of legislation.

## TRADE MARKS.

The question of the Registration of Trade Marks has, as you will see, also received the attention of the Committee, who have informed the Government that in their opinion compulsory registration of trade marks in the United Kingdom should not be insisted upon as one of the conditions under which they can be registered in the Colony; and in a position to protect British trade marks in the Far East—a view in which I trust the members of the Chamber concur. We understand that the whole question as to the protection of British trade marks is now seriously engaging the attention of the Foreign Office, and we trust that the principle of the right conferred by prior usage of a trade mark will be accepted by H. M. Government.

## CHINA'S CURRENCY.

The important question of the reform of China's Currency has, during the past year, been advanced another stage by the issue of an Imperial Edict ordering the Provincial Authorities to take the necessary steps to introduce a standard silver coinage for use throughout the Empire. This question is, of course, of the utmost importance both to China and all engaged in trade with her, and it is to be hoped the terms of the Edict will be carried out with as little delay as may be necessary.

## ATTEMPTED OPIUM MONOPOLY.

During the period under review another attempt has been made by the Authorities in the Provinces of the Two Kwongs to establish what would practically have amounted to a monopoly for the sale of raw and prepared opium. The British firms in Hongkong interested in this trade represented the matter to the Chamber, who strongly supported them in the view taken, viz: that if the proposed regulations for further control over the opium were brought into force, this would be a direct violation of the treaties. For the moment, owing to the representations made by the Consul-General at Canton, the Chinese Authorities made no further move, but the British Minister at Peking at first took the view that the contemplated regulations did not amount to the establishment of a monopoly and consequently did not amount to a breach of the treaties. After considerable further correspondence with the

Hongkong Government and the British Legation at Peking, an assurance was however given by the Waiwui that the contemplated regulations would apply to native opium only. So far this is satisfactory, but as I have had occasion to point out on previous occasions, it is only by constant vigilance on the part of foreign merchants, and the Chambers of Commerce, these repeated attempts on the part of Chinese Officials to illegally interfere with foreign trade can be checked. The whole history of our Chambers is one long record of such fights.

## CANTON KOWLOON RAILWAY.

It is satisfactory to be able to refer to the progress now being made with the nearer section of the railway system, which we hope before long will link our Colony with Europe. It is however very much to be regretted that such slow progress is being made with the extension of the line from Canton to Hankow. This is a matter of utmost importance to this Colony, and such influence as may be possessed, both by the British Government and the business community of this Colony should be directed towards encouraging, and where possible, helping on, the completion of the much needed work, on terms satisfactory to the communities interested, as well as the investing public.

## CHINESE SEAMEN ON BRITISH SHIPS.

Another question of great importance to the local shipping of this Colony, which has been raised by the Board of Trade, which is, whether seamen engaged on board British ships possess a sufficient knowledge of English to understand orders given them. This regulation was not to apply to British subjects, and a further question therefore arose as to whether Chinese seamen belonging to Hongkong could produce certificates of place of birth thus entitling them to this exemption. His Excellency the Governor held the opinion that such a regulation is not feasible, a view which was strongly endorsed by this Committee, as it appeared to us, if the proposal of the Board of Trade were acted upon, it would result in putting an end to all Coasting and River trade under the British flag in this part of the world.

## THE OPIUM DIVANS.

One of the most momentous questions which has of recent years been raised in connection with this Colony, is that relating to the closing of the opium divans by order of the Home Government. The whole question has recently been so thoroughly dealt with in the Legislative Council, and by the local Press, that it is unnecessary for me to here go into details, but in order to place on record among the Chamber of Commerce papers, for the use of future members, the more recent contributions to this discussion, we have considered it advisable to print as an annex to our report the two valuable documents bearing on the question which have recently been laid on the table before the Legislative Council. I refer to Mr. Clement's memorandum of 12th June 1908, and that of His Excellency Sir F. Lugard, dated 18th October, 1908. So much sentiment and partisanship has been unfortunately permitted to enter into the whole question of the opium trade with China that it is not easy to obtain clear and unbiased statements in the matter. These, however, are to be found in the memoranda I have just referred to and I am sure all the members of the Chamber of Commerce will agree that we are greatly indebted to His Excellency and Mr. Clement for such valuable additions to the history of the opium question, and for the clear manner in which they have helped to demonstrate how greatly exaggerated are many of the experts' statements which have from time to time been made with regard to the opium trade, and the effect the use of the drug has on the Chinese nation as a whole. Once we are convinced that the Chinese Government and the Provincial Officials are really anxious to curtail, if they cannot altogether suppress, the use of opium, and are loyally carrying out their share of the bargain, we must perform our part, but I think we are probably all agreed that the action of the Home Government, as to the arbitrary closing of the opium divans, in Hongkong, which was ordered by them without reference being made in the first place to the public opinion of the Colony as is usual under such circumstances, was an abuse of the position held by the Government towards a Crown Colony. We trust therefore that the Chamber will approve of the protest made by the Committee against this arbitrary proceeding.

We saw distinct danger in the giving up of the control of public opinion smoking, while it appeared probable that the closing of the divans would result in any appreciable decrease in the quantity of opium consumed in the Colony. The Secretary of State for the Colonies has recently assured us that "the supposition that His Majesty's Government have acted with indifference to the views and interests of the inhabitants of Hongkong is entirely erroneous", but we do feel that in this matter the true interests of the Colony have indeed been sacrificed to the political needs of the Home Government. We considered we were justified in making the strongest possible protest against a hasty policy such as was foreshadowed by the first instructions on the subject. In this connection, to show we had reason for our apprehension, I would point out that the whole tenor of the debate in the House of Commons on the 6th May last, distinctly pointed to an immediate closing of all the divans in Hongkong. This was unquestionably the impression we received here, and appears to have been conveyed to those present at the debate. More than one honourable member referred to this, while one supporter of the Government stated that "he gathered from the Under-Secretary of State that opium was immediately going in Ceylon and Hongkong, and they were in sight of the same as regards the Straits Settlements."—Colonel Seely did not correct this view, nor did the Secretary of

State for Foreign Affairs, who closed the debate on behalf of the Government. Reference having been made in the earlier part of the debate to the closing of opium divans in certain Chinese Cities by the Imperial Government, Colonel Seely stated that the day previous the following telegram had been despatched to the Governor of Hongkong:—"H. M. Government have decided that steps must be taken to close opium divans in Hongkong as they recognise that it is essential in dealing with the opium question in Hongkong that we must act up to the standard set by the Chinese Government." "That" the Under-Secretary went on to add "is decisive action," you are aware, the resolution which was ultimately passed by the House of Commons, was to the effect that H. M. Government take steps to bring to a speedy close, the system of licensing opium dens now prevailing in some of our Crown Colonies, more particularly Hongkong, the Straits Settlements and Ceylon. In view of the above it is difficult to understand why the Secretary of State for the Colonies should have considered it necessary to annul the protest made by unofficial members of the Council, as they had merely taken the Home Government at their word. It is however satisfactory to be able to record that H. M. Government has so far realized the hardship caused to this Colony as to promise to ask Parliament to give a substantial contribution towards making good to the Colony the direct loss of revenue resulting from measures adopted under their instructions. It now remains with this community as a body to see that full and adequate compensation be accorded, the more so as we have already, as pointed out by His Excellency, suffered heavy loss through the action of the people at Home.

## THE NEW QUARANTINE STATION.

Another matter which has engaged the attention of your Committee is the proposed regulation for the working of the new quarantine station at Lai-chih-kok. Here again the Government attempted to unduly tax shipping, by endeavouring to make the shipowner bear certain expenses in connection with the establishment which we considered should be charged on the general revenue of the Colony. After some correspondence it was decided to adopt a similar system of charges on shipping, as usually obtaining in the neighbouring ports.

## THE TAEN LOTTERIES.

It is a cause for much regret that during the past year we have again been called upon to deal with the question of the issue of lottery tickets in connection with the sale of Japanese cotton yarn. The system is to our mind a most pernicious one, not only from a true business point of view, but also being opposed to the gambling laws of our country, and we trust that the attitude taken up by the British Authorities and the representations made on the subject will put a stop to this scheme once and for all.

**REUTER'S POLITICAL TELEGRAMS.**  
As you are all aware the arrangement by which the Chamber of Commerce had received and circulated Reuter's Political Telegrams to an end last Autumn, after having been in force for upward of 20 years. The Committee much regret being obliged to take this step, but the financial position of the Chamber did not justify our continuing the service at a loss.

## MILITARY TRAINING.

There are various other matters of considerable interest dealt with in our report but I will not detain you unduly by touching upon them all. There is however one more to which I think I should refer. That is the all important one of military training as raised by Sir Henry Berkeley in his letter of 16th July last. It has for many centuries past been an axiom among some of the most vigorous peoples of the world that all the youth of the country should learn to ride, and to shoot, and to speak the truth. We accept it without question that our young men do speak the truth. Hongkong can hardly be called an ideal place in which to learn to ride, but there are excellent opportunities for learning to shoot, and I can only express the hope that younger section of the community, realising their duty towards the Empire will take advantage of the very liberal provision made by the Government for the Volunteers and will show their appreciation of this, and a proper sense of duty by all going through an efficient course of training in the ranks of the Volunteer force, so that should it unhappily occur their services were ever required they could feel they were prepared at a moment's notice to serve their country as all men should be able to do.

## ST. GEORGE'S DAY.

I have just been reminded by the mention of the date in the notice that to-day 23rd April is the name day of my patron Saint, Saint George of England. It is possible that there are some present here to whom the name of Saint David or Saint Patrick or even that of Saint Andrew may appeal with greater force, but speaking as a representative of the Senior Partner it appears to me that the remarks I have just made should have special significance through being made on such a date; for I would remind you Saint George has for many years been accepted as the Patron Saint of soldiers; as the embodiment of heroic patriotism.

## THE CHAMBER'S ACCOUNTS.

Turning to the accounts, the financial position of the Chamber can hardly be considered satisfactory, as for the past two years our expenditure has very considerably exceeded our revenue. This matter is receiving our careful consideration and we trust that by adopting certain changes in the working of the office to considerably reduce our expenditure it is more than probable however that at the end of the current year the committee may find it advisable to recommend to the Chamber to raise the subscription which was reduced in 1897.

## CHANGES ON THE COMMITTEE.

Several changes have as you know taken place during the year, in our committee. We

have to regret the untimely death of our colleague, Mr. Broderick and the return home after many years service of our old friend Mr. Siebs. Mr. A. G. Wood who has also served for a considerable time in our committee has resigned on his leaving the East, as has also Mr. H. Keswick. To all these gentlemen the Chamber is much indebted for good work done in the interests of the Colony.

## THE LATE MR. MURRAY BAIN.

At this hour yesterday, gentlemen, we were paying the last mark of respect to one of our oldest and best known residents. Mr. George Murray Bain, as we all know, has for many years, for more years than most of us have been in this world, been a prominent member of our community. Representing an important section of the Fourth Estate throughout his long and honourable career, he consistently showed himself to be a courageous champion and a fearless critic, working with all his ability to further the interests of the Colony in which he spent so large a part of his life. In view of the almost unique position held by Mr. Murray Bain I think I am justified in thus referring to our friend, and I venture therefore, on behalf of the Hongkong General Chamber of Commerce to offer our most heartfelt and respectful sympathy with the members of his family who are now mourning his loss. With these remarks I beg to propose the adoption of the report and accounts for the year 1908.

Mr. WATTS—I beg to second the motion, and in doing so I desire to congratulate the committee on their work during the past year, and on their efforts in safeguarding the commercial and shipping interests of the Colony.

The motion was carried unanimously.

On the motion of Mr. BARRETT, seconded by Mr. Ross, the following members were elected to the committee for the ensuing year:—Hon. Mr. A. E. Hewett, Mr. J. R. M. Smith, Hon. Mr. W. J. (Gresson), Messrs. A. Babington, J. W. C. Bonnar, J. Bandow, D. B. Law, H. A. Siebs, E. Skellin and H. E. Tomkins.

The CHAIRMAN proposed, and Mr. LAW seconded, that the Asiatic Petroleum Co., Ltd. of London and Mr. F. P. Talat be elected members of the Chamber.

The motion was carried.

The Chairman—Thank you gentlemen. That is all the business of the meeting, I am much obliged for your attendance.

## LOCAL SPORT.

## HONGKONG TENNIS LEAGUE FORMED.

A meeting of those interested in the promotion of a tennis league, called at the instance of Mr. A. O. Brown, was held yesterday at the pavilion of the Hongkong Cricket Club. There were about ten clubs represented.

Mr. A. BROWN, who was called to the chair, stated that they would have to decide the form of competition—whether it be singles or doubles, the method of counting, the fixtures, a trophy (which he suggested should be a flag), the entrance fee, and so on.

Mr. BRETT (Civil Service) wished to know something regarding the cost. Who would provide the balls?

The CHAIRMAN said the home team would provide the balls. There would be no necessity to use new balls. There would also be the entrance fee.

Mr. MEAD agreed that if new balls had to be provided it would cost too much.

On the motion of Mr. MEAD (Kowloon Cricket Club), seconded by Mr. BRETT, it was decided that the Hongkong Tennis League be formed, the motion being carried unanimously.

The CHAIRMAN mentioned that the Hongkong Cricket Club would not join the League as they wished to give their ground a rest.

Office bearers were then elected as follows:—President, Dr. Forsyth; vice-president, Mr. J. E. Wood; secretary and treasurer Mr. A. O. Brown and it was decided that each club be asked to nominate a representative to the committee.

The meeting agreed that the form of competition be by doubles, three pairs from each club, and that the best of eleven games be played in each match, the victory to be decided by games and not sets. Each pair to play the other pair.

The clubs represented and likely to join were Craigieburn, Tai-koo, Y.M.C.A., Chinese Y.M.C., Lusitania, Wigram, Civil Service, Naval Yard and Kowloon Cricket Club.

The entrance fee was fixed at \$5, and it was agreed that each club play every other club once. It was also decided that the tennis league season commence on May 1st and end July 31st.

## LAWN TENNIS.

## HONGKONG C. C. TOURNAMENT.

Yesterday afternoon there was a large attendance on the Cricket Ground to witness the final match in the singles handicap between C. A. Carr and Captain Brierley. The result was largely as expected, Carr winning every set. His opponent put up a good fight in the third set and drew level at four, each man winning the next game so that they stood five all. Carr however, secured the next two games and won comfortably. The figures were 6/4, 6/3 7/5. Carr's low drives were difficult to take, and Brierley was forced time and again to return high balls which allowed his opponent to smash effectively.

The professional pairs final was also decided yesterday, Captain Beasley and Lieut. Bryne beating T. E. Pearce and P. H. Klimanetz, 6/1, 6/3, 6/5.

The Y.M.C.A. tennis club is promoting a tournament among its members.

## BATHING.

The Y.M.C.A. bathing party commences in May. During this month the party will go out twice weekly, and if numbers should warrant it three times weekly after June 1st.



In our 32 page pamphlet wrapped about Cuticura Ointment is to be found most valuable suggestions for women, especially mothers, for the preservation and purification of the skin, scalp, hair and hands; for clearing the skin and scalp of torturing, disfiguring humours, rashes and inflammations; for sanative, antiseptic cleansing of ulcerated, inflamed mucous surfaces and destruction of microscopic life, and for bringing about, by suggestion and medication, a normal condition of health, strength and beauty.

Sold throughout the world. Depot, London, 27, Charterhouse St. Paris, 5, Rue de la Paix, Australia, 13, R. Toms & Co., Sydney, India, 10, The Arcade, Calcutta, Japan, Maruzen, Ltd., Yokohama, Hong Kong, 10, Queen's Road, etc. U.S.A., Potter Bros. & Chem. Corp., New York, Boston, etc.

567-1-4

## JOINT STOCK SHARES.

Messrs. Vernon and Smyth in their weekly share report, dated April 23rd, state:—A good general investment business has been transacted during the past week, and rates on the whole have been well maintained. In the North a further sensational advance in Langkat has been established, and rates for India have also advanced under buying orders for Northern account. Sterling exchange has advanced during the week to 1/9 1/2 T.T. with Bar silver at 23 1/2. On Shanghai the T.T. rate closes at 74 1/2, and at 75 1/2 for 3 d/4 private bills.

BANKS.—Hongkong and Shanghai have further appreciated and sales at the close are reported at \$940 with probable buyers at the rate. London closes at the improved rate of \$89. 10s. 6d. Nationals are without change at \$81.

MARINE INSURANCES.—Unions have ruled somewhat erratic during the interval, but at the close are steadier with sales and probable buyers at \$825 cmt. dividend—\$778 ex the dividend of \$47 per share paid yesterday. Canteons have again been booked at \$187 1/2, and more shares are procurable. There is no change or business to report in China Traders, North China, or Yangtze, which remain in request at quotations.

FIRE INSURANCES.—Hongkong have again advanced and sales at \$335 are reported at the close; at this rate however there are probable sellers. China after sales at \$104 and \$104 1/2 are now in request at \$105.

SHIPPING.—Hongkong, Canton and Macao have improved to \$50 1/2, and India to \$72 for the combined prepared and deferred after sales at \$67 1/2, and \$70 1/2. China and Manila have further advanced, and sales up to \$13 are reported, and at this rate there are sellers. Douglass have been booked at \$36 and more shares can be procured. There are buyers of Star Ferries at \$24 and \$15 for the old and new issues respectively, and of Shell Transports at \$56 1/2.

REFINERIES.—China Sugars have been neglected during the interval, and close without special feature at \$13 1/2. Luzons are procurable at the reduced rate of \$16.

MIXING.—Charbonnages have advanced to \$625 with buyers. Ranges remain steady at \$8, and Chinese Engineerings at Tls. 12, the latter closing with buyers.

DOCKS, WHARVES & GODOWNS.—Hongkong and Whampoa Docks are easier with sellers at \$79 after small sales at \$80.—Kowloon Wharves are wanted at \$52, and Shanghai and Hongkong Wharves at Tls. 165. Shanghai Docks are wanted at the reduced rate of Tls. 80, and New Amoy Docks at \$92.

LANDS, HOUSES AND BUILDINGS.—Hongkong Lands have been done, and there are further buyers at \$97. Kowloon Lands are quiet at \$30 and West Point at \$44, but of the latter there are probable buyers. Hotels are required for at \$85, and Humphreys Estates at \$24. Shanghai Lands are steady at Tls. 117.

COTTON MILLS.—Ewos are firmer with buyers at Tls. 122. Hongkongs are still obtainable at \$9 but no business is reported.

MISCELLANEOUS.—Balls & shotes have again been booked at \$103 and are wanted. There are buyers of Campbell Moores at the improved rate of \$12, and of Dairy Farms at \$16. China Borneos have been done at \$11.30 and are in further request. Cements have sold at \$9.90 closing with sellers. Ropes have been booked at \$24. China Providents at \$9, and Union Water Boats at \$10. There are sellers of Lacs at the reduced rate of \$155. Langkate after advancing to Tls. 1,100 close with sellers in the North at Tls. 1,040.

MEMOS.—Company Meetings announced.—Hongkong Electric Co. Ltd., on the 24th instant.

How to be Beautiful—Keep your complexion, Mrs. Ellen's Crème Chantante, Lait Chantant and Special Skin Tonic and Poudre Chantant will enable you to do it. Her Specialties for the Skin are the study of a Lifetime. A. S. Watson & Co. Ltd. Sole Agents.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C. 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## TUITION.

ONE or TWO BRITISH BOYS Wanted about 9 years of age, to join with Advertiser's son in classes three afternoons a week. Preparing for Public School.

Apply—  
Care of "Daily Press" Office.  
Hongkong, 24th April, 1909. [653]

## WANTED.

A MIDDLE-AGED MAN, brought up in Police Force, either locally or at home possessing good discharges and a Testimonial, to organize and take charge of small body of private watchmen in Hongkong. Liberal terms will be given to suitable man. Comfortable married quarters provided free, also free medical attendance. None but best characterized men need apply.

Apply to—  
Care of "Daily Press" Office.  
Hongkong, 24th April, 1909. [657]

## BOARD AND RESIDENCE.

WANTED a Good Sized BED-SITTING ROOM (higher levels preferable). Board Optional, but verandah with view of harbour essential. Apply giving full particulars to—  
X X X.  
Care of "Daily Press" Office.  
Hongkong, 24th April, 1909. [658]

## TUESDAY

APRIL 27TH,  
AT 9.15 P.M.

PHILHARMONIC  
CONCERT

IN THE  
CITY HALL.

Hongkong, 24th April, 1909. [654]

## THEATRE ROYAL.

COMING! COMING!!

THE  
BANDMANN  
DRAMATIC  
CO.

30 LONDON ARTISTS 30

OPENING NIGHT,  
FRIDAY, APRIL 30TH,  
THE PRISONER  
OF ZENDA.

(Now being Performed at the ST. JAMES THEATRE, London).

SATURDAY, MAY 1ST,

TRILBY.

MONDAY, MAY 3RD,  
THE BELLS.

TUESDAY MAY 4TH,  
THE WORST  
WOMAN IN  
LONDON.

Box Plan will be open on TUESDAY, 9 A.M., at S. MOUTRIE & Co., Ltd.

PRICES AS USUAL.

Hongkong, 24th April, 1909. [659]

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE

## THE Company's Steamship

"HIRANO MARU" having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be marked out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 28th inst., will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.  
Hongkong, 21st April, 1909. [656]

## NEW ADVERTISEMENT

For SHANGHAI, YOKOHAMA, KOBE AND MOJI.

## THE Steamship

"GREGORY APCAR,"  
Captain S. H. Belson, will be despatched for the above Ports on MONDAY, the 3rd May, at Noon.

This Steamer has superior accommodation for passengers, and is installed throughout with Electric Light, and carries a duly certified Doctor.

For Freight or Passage, apply to  
DAVID SASSOON & Co., Ltd.,  
Agents.  
Hongkong, 24th April, 1909. [655]

## INTIMATIONS

TO-NIGHT! TO-NIGHT!  
HONGKONG CINEMATOGRAF

(Opposite the Central Market)  
FOR TEN DAYS ONLY  
JAPANESE JUGGLER  
COMEDY CO.

On Tour to KUROBE  
Under the Direction of PROF. KIKUGORO,  
JAPAN'S GREAT CONJUROR.

PROGRAMME:  
1—Cinematograph show.  
2—Mysterious appearance of Hen and gold ring.  
3—Transformation of Water into paper.  
4—Burn a Bank note, and the same note will re-appear.  
5—Mysterious multiplication of 1 ball placed in a small empty box to about 100.  
6—Mysterious disappearance of articles gathered from the audience.  
7—Burning ashes changed into cinders.  
8—A string of several nations flags.  
9—Three nations flags.  
10—Boiling eggs changed into living birds.  
11—Mysterious transportation of gold fish.  
12—Fishing a gold fish from a spectator's hat.  
13—Mysterious hat tricks (handkerchief and watch).  
14—Mysterious card tricks.  
15—Rope and handcuffs trick.  
16—One dollar piece put in a hat will be changed into 50 pieces.  
17—Japanese dance butterfly tricks.  
18—Japanese dwarf dance.  
19—From a flower pot containing water several Japanese lanterns silk cloth, etc., will appear.  
20—Mysterious change of silk cloth into 40 Japanese paper umbrellas.  
21—Mysterious change of handkerchiefs into umbrellas cover.  
22—Prof. Kikugoro transforms his body several times. Several other New Magics will be added to this Programme every night.  
23—Cinematograph show.  
24—Prof. Kikugoro's most interesting Water Act.

CHANGE OF PROGRAMME  
EVERY NIGHT  
CINEMATOGRAF PICTURES.

First Class ..... 8.00  
Second " ..... 5.00  
Third " ..... 2.00  
Doors Open at 8 P.M. Performance at 9 P.M.  
Hongkong, 21st April, 1909. [634]

## COMING! COMING!!

THE  
HIPPODROME  
CIRCUS  
AND  
MENAGERIE

LOCATION:  
CAUSEWAY BAY.

## GRAND OPENING NIGHT,

WEDNESDAY, APRIL 28TH.

Box Plan—

ROBINSON PIANO COMPANY.

A. JACKSON,

Representative.  
Hongkong, 21st April, 1909. [581]

## HONGKONG GYMKHANA CLUB.

THE FIRST MEETING of the Season will be held at the HAPPY VALLEY, TO-DAY (SATURDAY), the 24th inst. commencing at 5.30 P.M.

The Charge of Admission will be \$1.00 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half Price.

The Committee invite the Ladies of Hongkong to be present.

C. GORDON MACKIE,  
Hon. Secretary and Treasurer.  
Hongkong, 17th April, 1909. [625]

A PROPOSED MEMORIAL TO  
DR. G. H. BATESON WRIGHT,  
LATE HEADMASTER, QUEEN'S COLLEGE.

THE UNDERSIGNED INVITE SUB-  
SCRIPTIONS from past and present  
Pupils of CENTRAL SCHOOL and QUEEN'S  
COLLEGE towards a fund which, it is proposed,  
to raise to provide a Memorial for DR.  
GEORGE H. BATESON WRIGHT, until  
recently HEAD-MASTER OF QUEEN'S COLLEGE  
and now retired.

The form the Memorial is to take will be  
determined by the amount of the subscriptions  
available for the purpose.

When a sufficiently large sum of money has  
been collected, a meeting of subscribers will be  
held at a time and place to be fixed by notice,  
for the purpose of discussing the subject and  
appointing a committee.

In the meantime subscriptions will be  
received by the undersigned.

LAU CHU PAK,  
HO KONG TONG.  
Hongkong, 23rd April, 1909. [647]

NOTICE.  
\$150,000 to Invest on Mortgage: Send Particulars of Securities offered to "X".  
Care of "Daily Press" Office.  
Hongkong, 30th March, 1909. [537]

## PUBLIC COMPANIES

## THE HONGKONG ELECTRIC CO., LD.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, 21, George Street, THIS DAY (SATURDAY), 24th April, 1909, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 28th February, 1909, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th April, 1909, both days inclusive.

By Order of the Board of Directors,  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 24th April, 1909. [587]

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Victoria, Hongkong, on FRIDAY, the 7th May, 1909, at 12.30 P.M., for the purpose of confirming the following Special Resolution, which was duly passed at an Extraordinary Meeting of the Society held on the 21st April, 1909:

"That the Memorandum and Articles of Association of the Society be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Society to the exclusion of those heretofore prevailing."

Prints of the proposed Memorandum and Articles of Association can be seen at the Society's Office, or obtained on application there.

By Order of the Board of Directors,  
C. MONTAGUE EDE,  
Secretary.  
Hongkong, 21st April, 1909. [640]

## THE CHINA TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Head Office, No. 2, Queen's Buildings, Victoria, Hongkong, on FRIDAY, the 7th May, 1909, at 12.45 P.M., for the purpose of confirming the following Special Resolution, which was duly passed at an Extraordinary Meeting of the Company held on the 21st April, 1909:

"That the Memorandum and Articles of Association of the Company be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Company to the exclusion of those heretofore prevailing."

By Order of the Board of Directors,  
C. MONTAGUE EDE,  
Secretary.  
Hongkong, 21st April, 1909. [641]

## SPECIAL NOTICE.

CHARGEURS REUNIS  
FRENCH STEAMSHIP COMPANY.

THE French Steamship Company, CHARGEURS REUNIS, beg to inform the Public that their Steamers of the Round-the-World Line will henceforth suppress calling at Vancouver and Puget Sound Ports. They will proceed from Yokohama DIRECT TO SAN FRANCISCO without making any Port of call en route.

Shippers of Cargo to SAN FRANCISCO, MEXICO, and SOUTH AMERICA will no doubt appreciate this new facility afforded to them of a fast Cargo-Boat Service from China and Japan to above mentioned destinations.

For full information, apply to  
MESSAGERIES MARITIMES,  
Agents at Hongkong.

Hongkong, 17th April, 1909. [626]

## TO LET

TO LET.  
SHOP AND DWELLING HOUSE, No. 78, Queen's Road, Central.

Apply to—  
S. J. DAVID & Co.,  
Princes' Buildings.  
Hongkong, 25th March, 1909. [518]

## TO LET.

NOS. 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground.

No. 4, MOUNTAIN VIEW (PEAK), furnished from 1st June to 30th September, 1909.

No. 5, MOUNTAIN VIEW, Peak, NEW FIVE ROOMED HOUSES in Shelley Street.

The EYRIE, No. 13, Peak. Unfurnished from 1st June, 1909.

FERNSIDE No. 71, Peak Unfurnished from 1st May, 1909.

GLENSHIEL next to Plantation Road, Tram Station. 5 furnished 5 Rooms, for 6 Months or longer from 5th May, 1909.

C.M.S. PEAK BUNGALOW, furnished, Mount Kellett, from 1st April to end of June, 1909.

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street.

BELLILIOS TERRACE HOUSES, ROBINSON ROAD.

FOR SALE.—TOR CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—  
Linstead & Davis,  
3rd Floor, Alexandra Buildings.  
Hongkong, 22nd April, 1909. [100]

STORAGE.  
FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 99 YEARS' LEASE. For Particulars, apply—  
GEO. FENWICK & Co., Ltd.  
Hongkong, 8th June, 1905. [96]

## ENTERTAINMENT

HUGH J. WARD'S  
London Comedy Co.

INCLUDING MISS GRACE PALOTTA.

## ABSOLUTELY THE LAST TWO NIGHTS.

## GREAT DRAMATIC FAREWELL.

DRAMA THAT IS REAL

DRAMA THAT IS HUMAN!

DRAMA THAT IS THE ESSENCE

OF INTENSITY AND THRILLING EFFECT!

TO-NIGHT! TO-NIGHT!! TO-NIGHT!!!

## MAGNIFICENT DOUBLE BILL.

A RARE HISTRIONIC TREAT.

AT 9 P.M. SHARP.

Owing to the length of the programme the curtain will rise punctually at 9 when the audience are respectfully requested to be seated.

THE SENSATIONAL ONE-ACT PLAY,

## "THE TEST SUPREME."

"Dramatic in the highest sense of the word \* \* \* a one-act play of intense human interest \* \* \* gave Mr. HUGH WARD an opportunity of displaying his great artistic talents to the full."—STATSMAN.

and the

INTENSELY EMOTIONAL AND BEAUTIFUL DOMESTIC DRAMA BY BRONSON HOWARD,

## "YOUNG MRS. WINTHROP."

"The best thing this talented Company has given us and those who miss it will miss a real histrionic treat."—INDIAN DAILY NEWS.

"We recommend all our readers who appreciate a really good drama to see it."—THE ENGLISHMAN.

N.B.—The intervals during the performance of "Young Mrs. Winthrop" will be curtailed to five minutes.

MONDAY, APRIL 26TH,

## A MEMORABLE NIGHT.

GOOD-BYE TO THE GREATEST COMPANY THAT EVER VISITED THE EAST.

## GRAND PANTOMINE AND VAUDEVILLE

## ENTERTAINMENT.

A Glittering Bill of Novelties forming unquestionably the finest Entertainment ever offered to the Hongkong Public. AMONG THE MANY ITEMS TO BE DULY ANNOUNCED WILL BE

## OH. LISTEN TO THE BAND.

AS SUNG ORIGINALLY BY MISS GRACE PALOTTA AT THE GAIETY THEATRE, LONDON, AND REPEATED BY HER OVER 4000 TIMES IN ENGLAND, AMERICA, AUSTRALIA, INDIA AND THE EAST.

ALSO

## A SENSATIONAL NOVELTY FEATURE.

HUGH J. WARD in his famous fantastic creation as performed by him at DRURY LANE, London, and the CHATELET THEATRE, PARIS,

## THE SCARECROW.

Supported by Miss GRACE PALOTTA and the full strength of the Company. During the acting of the sketch Mr. Hugh J. Ward will do the celebrated "Ragman" Song and Dance; Miss Palotta and Mr. Ward will sing "The Yama Yama Man" with local allusions; Miss Palotta and Company will sing "Don't Go, Mary," and several choruses and quarters will be introduced.

Box Plans at MOUTRIE'S, THIS MORNING.

PRICES AS USUAL.

SECURE YOUR SEATS EARLY.

Hongkong, 24th April, 1909. [621]

## TO LET

## TO LET.

A T the PEAK, HOUSE in STEWART TERRACE, Furnished or Unfurnished.

Apply to—  
H. E. POLLOCK,  
18, Bank Buildings.  
Hongkong, 20th March, 1909. [494]

## TO LET.

ROOMS suitable for Offices in No. 10, Ice House Street, in rear of David Sassoon & Co.'s premises.

Chambers with Bathroom and use of Kitchen in No. 31, Wyndham Street known as "College Chambers."

Apply to—  
DAVID SASSOON & Co., Ltd.  
Hongkong, 1st April, 1909. [553]

## TO LET.

ONE OFFICE ROOM on 2nd Floor Prince's Building.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

Apply to—  
HEUTER, BROCKELMANN & Co.  
Hongkong, 15th March, 1909. [522]

## TO LET.

FOUR and FIVE ROOMED HOUSES at Kowloon.

NEW and COMMODIOUS SHOPS, Nantian Road, Kowloon. Immediate Possession. Cheap Rentals.

OFFICES on the 1st Floor Hotel Mansions lately occupied by the Hongkong, Canton and Macao Steamboat Co., Ltd.

Apply to—  
HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.  
Hongkong, 24th March, 1909. [547]

## TO LET.

13, ALBANY ROAD, HONGKONG. (Facing Public Gardens) FROM 1st May, 1909.

At present occupied by Madame Marty. Apply to—  
M. STEPHENS,  
Solicitor, 18, Bank Buildings.  
[589]

## TO LET

## TO LET.

WITH IMMEDIATE POSSESSION.

KOWLOON MARINE LOT 48, Yamnati. Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—  
HUMPHREYS ESTATE AND FINANCE CO., LTD.  
Hongkong, 18th January, 1908. [103]

## TO LET—FURNISHED.

"FUNG-SHUI," THE PEAK. To be Let Furnished for 8 months or longer.

Apply to—  
JOHNSON, STOKES & MASTER,  
Solicitors,  
8, Des Voeux Road Central.  
Hongkong, 2nd March, 1909. [110]

## TO LET.

A HOUSE in Weng Nei Chong Road.

A HOUSE in RIFON TERRACE. OFFICES To Let, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VOEUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 158, Des Voeux Road next to the Hongkong Hotel.

FLATS in MORETON TERRACE. Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 26th April, 1909. [97]

## TO LET.

NO. 34, QUEEN'S ROAD CENTRAL (Shop). Opposite the Post Office.

No. 11, WYNDHAM STREET (suitable for Office and Godown).

No. 24, D'ARQUILL STREET (suitable for Office and Godown).

All of which are at present occupied by Weisman Ltd. For Particulars, etc., Apply to—  
YEE SANG FAT & Co.,  
34, Queen's Road Central.  
Hongkong, 19th March, 1909. [439]

## TO LET

## TO LET.

NO. 6, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

"ERANEE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental. Apply to—  
AREATON V. APCAR & Co.,  
14, Des Voeux Road.  
Hongkong, 3rd March, 1909. [399]

## TO LET.

GODOWN, No. 54, DUDELL STREET.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st April, 1909. [98]

## TO LET.

FURNISHED or Unfurnished, or For Sale, DETACHED HOUSE with Tennis Court known as "ROCKVALE," Kimberley Road, Kowloon.

Apply to—  
H. K. HOLMES,  
54, Queen's Road.  
Hongkong, 19th April, 1909. [630]

## TO LET.

FURNISHED at the Peak, from 1st May. TWO ROOMS with Bath Room, Pantry and Servants' Room. Separate entrance.

Apply to—  
Care of "Daily Press" Office.  
Hongkong, 22nd April, 1909. [642]



## 80-2

1607-2

St. JOSEPH'S CHURCH, Garden Road (Roman Catholic), Mass, Benediction and Sermon English, at 10 a.m.

of the goods from the ship and their being loaded on the quay. In addition to the expense, relied on in the Courts below, the learned court on behalf of the bank prayed in aid two recent decisions of the House of Lords, viz. *Edwards & Baines (Ship Company) (Limited) v. Borchardt & Co. (Limited)* (1913) and *James Nelson and Sons (Limited) v. Cassell & Co. (Limited)*—in which the House had occasion to reaffirm and apply the wholesome rule that if a shipowner wished to relieve himself of liability to the shipper in case his vessel should be found to have been unseaworthy, he must say so plainly. That was an old rule. It is never been questioned or doubted. But it

**MAKES THE SKIN  
AS SOFT AS  
VELVET**

**BETHAM'S**

**Sarola**

**KEEPS THE SKIN  
SOFT, SMOOTH, AND WHITE  
ALL YEAR ROUND.**

**Relieves all  
ROUGHNESS,  
REDNESS, ITCHING,  
IRRITATION, TAN,  
AND ALL SKIN AFFECTIONS.**

**Deliciously COOLING & REFRESHING  
during the Summer.**

**Bottle 1/- 1/2 and 2/6**

**W. BETHAM & SON, Chalfont St Giles, Bucks.**



Developing and Printing Undertaken.  
Hongkong, 31st July, 1907. [62]

Hongkong, 24th April, 1909.

[37]

1



## SHIPPING.

## VESSELS ADVERTISED AS LOADING

VESSELS ON THE BERTH  
HONGKONG-BOSTON & NEW YORK.

**ARRIVALS.**  
 AMERICA, British str., 2,789, Jas. Boyd, 23rd April, 1909.  
 CHIPSING, British str., 1,230, T. H. Lishman, 23rd April, 1909.  
 FOOSHING, British str., 1,230, T. H. Lishman, 23rd April, 1909.  
 HAINUN, British str., 636, J. W. Evans, 23rd April, 1909.  
 INDIA, British str., 2,818, Darkers, 23rd April, 1909.  
 PALMA, British str., 4,093, G. W. Cockman, 23rd April, 1909.  
 PHUMPHEN, British str., 1,056, Jas. H. Scott, 22nd April, 1909.  
 SIMONAN, Dutch str., 1,202, H. Voss, 23rd April, 1909.  
 TAMING, British str., 1,350, A. Somerville, 23rd April, 1909.  
 Butterfield & Swire.

**CLEARANCES.**  
 AT THE HARBOR MASTER'S OFFICE.  
 23rd April.  
 C. Diederichsen, Ger. str., for Hoihow.  
 Chihli, British str., for Shanghai.  
 Hongkong, British str., for Amoy.  
 Kotohira Maru, Jap. str., for Hongkong.  
 Kwanlong, Chinese str., for Shanghai.  
 Nippon Maru, Jap. str., for Shanghai.  
 Takahara, German str., for Swatow.  
 Zafiro, British str., for Manila.

**DEPARTURES.**  
 23rd April.  
 ANDRIA, German str., for Singapore.  
 BENROAN, British str., for Bangkok.  
 HAITAN, British str., for Swatow.  
 HANON, French str., for K. C. Wan.  
 HYSON, British str., for Singapore.  
 KASHING, British str., for Chinkiang.  
 MACKING, German str., for Tsingtau.  
 NANCHANG, British str., for Chetoo.  
 PALMA, British str., for Singapore.  
 PONTANG, German str., for Bangkok.  
 SONGON, German str., for Bangkok.  
 YUENSANG, British str., for Manila.

**SHIPPING REPORTS.**  
 The British str. Phumphen reports: Fine weather up the coast.  
 The British str. Hainun reports: Fresh N.E. breeze, overcast and misty.  
 The Dutch str. Simonan reports: Fine weather, S.E. and variable wind.  
 The British str. Palma reports: Fresh to strong monsoon and thick rainy weather the whole way.  
 The British str. Aymeric reports: Light N.E. wind and line to 100 miles from Waglan, thence to port strong S.W. W. & N. winds and heavy rain.

## VESSELS ON THE BERTH

FOR MARSEILLES, LONDON AND ANTWERP.

Taking cargo on through Bills of Lading to all Ports in the United Kingdom and the Continent.

## THE Steamship

"GLAMORGANSHIRE,"

will be despatched as above on or about the 20th April.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 3rd April, 1909. [418]



## AUSTRIAN LLOYD STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Brazils to PERLAL GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRYATIC PORTS.)

## THE Company's Steamship

"AUSTRIA,"

Captain Cobol, will be despatched as above on TUESDAY, the 27th April.

This steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 29th March, 1909. [3]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"EASTERN,"

Captain MoArthur, will be despatched as above on WEDNESDAY, 28th inst., at Noon.

This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 2nd April, 1909. [566]

## REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SATSUMA," About 20th May.

For Freight and further information, apply to

DODWELL & Co., Ltd., Agents.

Hongkong, 4th April, 1909. [1712]

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Howson are marked "h," nearest Hongkong "h," midway between Hongkong and Howson "m," and those vessels berthed at the Howson Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECTION	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via usual Ports of Call.	ASSAYE	Brit. str.	1	Owen Jones, R.N.R.	P. & O. S. N. Co.	On 1st May, at Noon.
LONDON & ANTWERP via STRAITS, &c.	NUBIA	Brit. str.	1	E. J. Fox	P. & O. S. N. Co.	About 5th May.
ANTWERP & ROTTERDAM & HAMBURG, &c.	LIBERIA	Ger. str.	1	Knabbe	HAMBURG-AMERICA LINE	About Middle of May.
SOUTHAMPTON, LONDON & ANTWERP	BELOGLAVIA	Ger. str.	1	Hildebrandt	HAMBURG-AMERICA LINE	About Beg. of June.
ROTTERDAM & HAMBURG, via STRAITS, &c.	MONMOUTHSHIRE	Brit. str.	1	G. S. Warratt, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 8th May.
HAYRE, BREMEN & HAMBURG, &c.	NACOMEDIA	Brit. str.	1	Müller	HAMBURG-AMERICA LINE	On 29th inst.
HAYRE & HAMBURG via STRAITS, &c.	SILBIA	Ger. str.	1	v. Hoff	HAMBURG-AMERICA LINE	On 19th May.
MARSEILLES, LONDON & ANTWERP	GLAMORGANSHIRE	Brit. str.	1	v. Döhren	HAMBURG-AMERICA LINE	Quick despatch.
MARSEILLES, &c, via Ports of Call.	SAFARI	Brit. str.	1	Girard	MESSAGERIES MARITIMES	On 27th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ANAGAWA MARU	Jap. str.	1	J. Nagao	NIPPON YUSEN KAISHA	On 28th inst., at Night
MARSEILLES, HAVRE & HAMBURG, &c.	BRIGAVIA	Ger. str.	1	Schwinghammer	HAMBURG-AMERICA LINE	On 12th May, at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HAKATA MARU	Jap. str.	1	T. Murai	NIPPON YUSEN KAISHA	About 5th May.
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	MITAKI MARU	Jap. str.	1	W. Bainbridge	NIPPON YUSEN KAISHA	On 1st June.
CALLAO, IQUIQUE, &c, via JAPAN PORTS, &c.	HONGKONG MARU	Jap. str.	1	Cobal	SANDER, WIELER & Co.	On 27th inst.
TRIESTE, &c, via SINGAPORE, &c.	AUSTRIA	Aus. str.	1	H. Fornes	MELCHERS & Co.	On 5th May, at Noon.
NAPLES, GENOA, ALGIERES, &c, via STRAITS, &c.	BUELOW	Ger. str.	1	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	About 10th May.
NEW YORK	SATSUMA	Brit. str.	1	Sherman, Tomes & Co.	SHERMAN, TOMES & Co.	On 30th inst.
BOSTON & NEW YORK via Ports & SUEZ CANAL	INDRAMATO	Am. str.	1	Canadian Pacific R. Co.	CANADIAN PACIFIC R. CO.	On 1st May, at 6 p.m.
YANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	About 24th inst.
YANCOUVER via SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	1	T. Shotton	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
VICTORIA, B.C., & TACOMA via JAPAN, &c.	ATMERIC	Brit. str.	1	K. Sato	NIPPON YUSEN KAISHA	On 28th inst., at Noon.
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	AKI MARU	Jap. str.	1	Fred. Pyne	GIBB, LIVINGSTON & Co.	On 14th May, at Noon.
AUSTRALIAN PORTS via PORT DARWIN, &c.	CEYLON MARU	Brit. str.	1	McArthur	NIPPON YUSEN KAISHA	On 14th May, at 4 p.m.
AUSTRALIAN PORTS via MANILA	EASTERN	Brit. str.	1	T. Sekine	BUTTERFIELD & SWIRE	On 21st May, at 10 a.m.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	1	L. Dawson	MELCHERS & Co.	On 11th June, at Noon.
AUSTRALIAN PORTS via MANILA	MANILA	Ger. str.	1	E. Gathemann	NIPPON YUSEN KAISHA	On 6th May, at D'light.
KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	1	Geo. Anderson	NIPPON YUSEN KAISHA	On 12th May, at Noon.
NAGASAKI, KOBE & YOKOHAMA	SADO MARU	Jap. str.	1	M. Yagi	JAVA-CHINA-JAPAN LINE	Quick despatch.
YANCOUVER via SHANGHAI JAPAN, &c.	NIKKO MARU	Jap. str.	1	Zwart	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
YANCOUVER via SHANGHAI JAPAN, &c.	TRIESTE	Brit. str.	1	P. Mooney	MELCHERS & Co.	About 25th inst.
YANCOUVER via SHANGHAI JAPAN, &c.	CHIPSING	Brit. str.	1	R. A. Peters	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
YANCOUVER via SHANGHAI JAPAN, &c.	CANTON	Brit. str.	1	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight.
YANCOUVER via SHANGHAI JAPAN, &c.	SOMALI	Brit. str.	1	Sellier	MESSAGERIES MARITIMES	About 26th inst.
YANCOUVER via SHANGHAI JAPAN, &c.	CHENAN	Brit. str.	1	v. Döhren	HAMBURG-AMERICA LINE	On 27th inst., at 10 a.m.
YANCOUVER via SHANGHAI JAPAN, &c.	HANGKONG	Brit. str.	1	Y. Fuzuo	OSAKA SHOSHEN KAISHA	On 29th inst., at 4 p.m.
YANCOUVER via SHANGHAI JAPAN, &c.	OSAKA	Brit. str.	1	Frazier	BUTTERFIELD & SWIRE	About 29th inst.
YANCOUVER via SHANGHAI JAPAN, &c.	BUJUN MARU	Jap. str.	1	B. W. H. Snow	NIPPON YUSEN KAISHA	On 27th inst., P.M.
YANCOUVER via SHANGHAI JAPAN, &c.	YINGCHOW	Brit. str.	1	Richards	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at Noon.
YANCOUVER via SHANGHAI JAPAN, &c.	DELTA	Brit. str.	1	F. Wheeler	BUTTERFIELD & SWIRE	On 2nd May, at D'light.
YANCOUVER via SHANGHAI JAPAN, &c.	MOYORI MARU	Jap. str.	1	S. H. Bolen	DAVID SASSON & Co., Ltd.	On 2nd May, at Noon.
YANCOUVER via SHANGHAI JAPAN, &c.	KWONGSANG	Brit. str.	1	E. Malchow	BUTTERFIELD & SWIRE	About 6th May.
YANCOUVER via SHANGHAI JAPAN, &c.	ANBU	Brit. str.	1	Eckhorn	HAMBURG-AMERICA LINE	On 10th May.
YANCOUVER via SHANGHAI JAPAN, &c.	GREGORY APCAR	Brit. str.	1	Bradley	JARDINE, MATHESON & Co., Ltd.	On 19th May, at Noon.
YANCOUVER via SHANGHAI JAPAN, &c.	CHINHA	Brit. str.	1	de Brouwer	JAVA-CHINA-JAPAN LINE	Quick despatch.
YANCOUVER via SHANGHAI JAPAN, &c.	P. E. FREDRICK	Brit. str.	1	K. Sagi	OSAKA SHOSHEN KAISHA	On 28th inst., at 8 a.m.
YANCOUVER via SHANGHAI JAPAN, &c.	SENKAGAWA	Brit. str.	1	H. Murayama	OSAKA SHOSHEN KAISHA	On 28th inst., at 8 a.m.
YANCOUVER via SHANGHAI JAPAN, &c.	KOTRANG	Brit. str.	1	G. H. Penefather	BUTTERFIELD & SWIRE	To-morrow, at 10 a.m.
YANCOUVER via SHANGHAI JAPAN, &c.	TIJAH	Brit. str.	1	J. W. Evans	DOUGLAS LIPSAK & Co.	On 27th inst., at 1 p.m.
YANCOUVER via SHANGHAI JAPAN, &c.	SHOSHU MARU	Jap. str.	1	Pamson	DOUGLAS LIPSAK & Co.	On 30th inst., at 1 p.m.
YANCOUVER via SHANGHAI JAPAN, &c.	SHOSHU MARU	Jap. str.	1	Jamson	BUTTERFIELD & SWIRE	To-day, at Noon.
YANCOUVER via SHANGHAI JAPAN, &c.	DAIGI MARU	Jap. str.	1	R. Rodger	BUTTERFIELD & SWIRE	On 27th inst., at 3 p.m.
YANCOUVER via SHANGHAI JAPAN, &c.	SUNGKIANG	Brit. str.	1	A. Somerville	JARDINE, MATHESON & Co., Ltd.	On 1st May, at Noon.
YANCOUVER via SHANGHAI JAPAN, &c.	HAIMUN	Brit. str.	1	S. J. Payne	SHERMAN, TOMES & Co.	On 4th May, at 3 p.m.
YANCOUVER via SHANGHAI JAPAN, &c.	HAICHING	Brit. str.	1	R. W. Almond	BUTTERFIELD & SWIRE	On 7th May, at 4 p.m.
YANCOUVER via SHANGHAI JAPAN, &c.	SINGAN	Brit. str.	1	A. W. Osterbridge	JARDINE, MATHESON & Co., Ltd.	Beginning of May.
YANCOUVER via SHANGHAI JAPAN, &c.	ZALIRO	Brit. str.	1	P. H. Rolfe	MELCHERS & Co.	To-morrow.
YANCOUVER via SHANGHAI JAPAN, &c.	YAMING	Brit. str.	1	F. Semblil	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
YANCOUVER via SHANGHAI JAPAN, &c.	LOONGSANG	Brit. str.	1	Soyeda	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at Noon.
YANCOUVER via SHANGHAI JAPAN, &c.	RUBI	Brit. str.	1	E. J. Bull	J. VA-CHINA-JAPAN LINE	Quick despatch.
YANCOUVER via SHANGHAI JAPAN, &c.	TEAN	Brit. str.	1	Pandor		
YANCOUVER via SHANGHAI JAPAN, &c.	YUENSANG	Brit. str.	1			
YANCOUVER via SHANGHAI JAPAN, &c.	BORNEO	Brit. str.	1			
YANCOUVER via SHANGHAI JAPAN, &c.	YETOROFU MARU	Jap. str.	1			
YANCOUVER via SHANGHAI JAPAN, &c.	FOOKSANG	Brit. str.	1			
YANCOUVER via SHANGHAI JAPAN, &c.	KUMSANG	Brit. str.	1			
YANCOUVER via SHANGHAI JAPAN, &c.	TIPIANAS	Dut. str.	1			

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., SEATTLE & TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
AYMERIC	4,363	T. Shotton	About 24th April.
SUVERIC	6,232	W. Shotton	On 3rd June.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,

GENERAL AGENTS.

Hongkong, 3rd April, 1909.

QUEEN'S BUILDINGS.

## NORDDEUTSCHER LLOYD, BREMEN

## IMPERIAL GERMAN MAIL

## LINES.

FOR

STEAMERS

TO SAIL

KUDAT & SANDAKAN ... "BORNEO" Capt. P. SEMBELL { Beginning of May.

NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN ... "BUELOW" Capt. H. FORMER { Wed'day, 5th May, at Noon.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA ... "PRINZETTEL FRIEDRICH" Capt. E. MALCHOW { About Thursday, 6th May.

MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ... "MANILA" Capt. E. GATHEMANN { Friday, 21st May, at 10 a.m.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 24th April, 1909.

## CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE"

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong: "EMPERESS OF CHINA" Sat. 1st May. "MONTEAGLE" Tuesday, 11th May. "EMPERESS OF INDIA" Sat. 22nd May. "EMPERESS OF JAPAN" Sat. 12th June. "EMPERESS OF CHINA" Sat. 3rd July.

From St. John or Quebec: "ALLAN LINER" Friday, 28th May. "EMPERESS OF BRITAIN" Fri. 18th June. "ALLAN LINER" Friday, 9th July. "EMPERESS OF IRELAND" Fri. 30th July.

"Emperess" Steamships leave HONGKONG at 5 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports New York \$71.10 Intermediate (on Steamers) ... 24th ... \$45.

1st Class Railway ... and 1st Class Railway ... 24th ... \$45.

First Class route to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Great Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation to all points and AROUND THE WORLD.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

Hongkong, 20th April, 1909.

## MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR

STEAMERS

TO SAIL

SHANGHAI, KOBE & YOKOHAMA ... "OCEANIAN" Capt. Seller { About 26th April.

MARSEILLES, via PORTS ... "ERNEST SIMONS" Capt. Girard { On 27th April, 1 p.m.

SHANGHAI, KOBE & YOKOHAMA ... "POLYNESIE" Capt. Broc { On 10th May, P.M.

MARSEILLES via PORTS ... "TONKIN" Capt. Charbonnel { On 11th May, 1 p.m.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcut



Hongkong, 21st January, 1969.







## A CELEBRATED BEAUTY



## Head Pains, Gout, Lassitude—

Readers see for themselves that those in a position to pick and choose—whether they are Royal Personages, popular celebrities, experienced doctors, nurses, athletes, &c.—without exception unhesitatingly select Phosferine as the one certain remedy for all nervous disorders. All these distinguished people positively attribute their increased energy, efficiency, or prowess, to the revitalising potency of Phosferine, and their opinion is again confirmed by the celebrated beauty, Mrs. Una de Louth, who finds the wonderful tonic imparts such a delightful feeling of youthful vigour, that she can retain her good looks without the least trouble. Mrs. Una de Louth is deeply grateful for the inestimable service Phosferine rendered her in completely curing gouty head pains, and so effectually dispelling the nervous depression and lassitude which endangered her exceptional beauty, that she has kindly permitted us to publish her happy experience of Phosferine for the benefit of other readers.

## Quite driven away.

Mrs. Una de Louth (the beautiful and talented Society reciter, and daughter of a late well known Member of Parliament), writes:—"I have great pleasure in stating that your Phosferine has done more for me than all the doctors, for long standing and severe gouty pains in my head. Indeed, I have had instantaneous relief after taking only a few drops of your wonderful world-famed remedy and I would never be without it in the house again on any consideration—I treasure it among my household gods. I always find Phosferine helps me and invigorates my system to a wonderful extent, and before acting or reciting have never known it to fail. It is in my opinion a tonic that has marvellous and lasting effect, and all who have tried it agree with me that I do not over-rate it in the least."—8, Lansdowne Square, Hove, Sussex.—November, 2, 1908.

## PHOSFERINE

The Greatest of All Tonics.

A PROVEN REMEDY FOR

Nervous Debility  
Indigestion  
SleeplessnessNeuralgia  
Maternity Weakness  
Premature Decay  
Mental ExhaustionLassitude  
Neuritis  
Faintness  
Brain-FogBackache  
Rheumatism  
Quinsy  
Malaria

and all disorders consequent upon a reduced state of the nervous system.



## The Remedy of Kings

Phosferine has been supplied by Royal Commissions

To the Royal Family  
H.M. the King of Greece  
H.M. the King of SpainH.M. the Queen of Rumania  
H.M. the Dowager Empress of Russia  
The Imperial Family of ChinaAnd the Principal Royalty and Aristocracy throughout the World.  
Proprietors: Ashton & Parsons, Ltd., La Belle Sauvage, Ludgate Hill, London, England.  
Price in Great Britain, bottles, 1/3 and 4/6. Sold by all Chemists, Stores, &c.  
The 2/6 size contains nearly four times the 1/3 size.

By Appointment to H.M. the King.

## BOVRIL

is ALL beef—prime beef in a readily digestible form.

That is why BOVRIL is so invigorating a beverage, so strengthening a food, why Cooks find it so useful, why Doctors and Nurses recommend it, why the sensible housewife will have nothing in place of it.

BOVRIL IS ALL BEEF.

The Only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1883-84, open to all Countries

REGISTERED DR. LALOR'S TRADE MARK

## PHOSPHODYNE

HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For fifty years has maintained its world-wide reputation as the Best and only safe reliable Phosphoric Cure for BRUISES, WOUNDS, PARALYSIS, STIFFNESS, RHEUMATISM, NEURALGIA, MIGRAINE, DYSPEPSIA, COMPLAINTS, HASTENING DEATH, Premature Decay of Vital Power, General Debility, all Blood Disorders, and all Functional and Disordered Conditions of the System, caused by the deficiency of the Vital Force.

The effect of this Standard Phosphoric Remedy in Nervous Debility and its kindred evils is immediate and permanent, all the Nervous Feelings and Disturbances disappear with a rapidity that is really marvellous.

Directions for Self-Treatment of the above Ailments with each Bottle.



Its energizing effects are shown from the first day of its administration by a Remendable Increase of Nerve and Intellectual Power, with a feeling of Courage, Strength, and Comfort. Digestion is invigorated. The Appetite increases wonderfully. Sleep becomes calm and refreshing. The Face becomes ruddy, the Eyes red, the Eyes bright, and skin clear and healthy.

Beware of vile Imitations—None genuine without the British Government Stamp with "Dr. Lalor's Phosphodyne, London, England," engraved thereon, by order of Her Majesty's Honorable Commissioners.

Thousands of unimpeachable testimonials from all parts of the World, and from the highest Medical Authorities. No other Phosphoric Preparation has received such distinguished recognition.

HEALTH, STRENGTH &amp; ENERGY

Sold in Bottles at 6s. 6d. and 11s. each, by all Chemists throughout the World.

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## THE CAPITAL SHIP.

BRITISH AND GERMAN TYPES.

(By the Naval Correspondent of the London Morning Post.)

The typical ships to be considered are four—viz., *Dreadnought* and *Invincible* on the one hand, and *Nassau* and *Von der Tann* on the other. Each type has, since its introduction, been developed—or, as the official phrase goes, has been "improved"—but, by the light of such information as is to be had, it appears that the ratio between the types has not been materially altered. Thus a consideration of the peculiarities of the nameships of the several classes will, with slight modification, meet the case of later ships. The details here given are taken from English official papers.

BRITISH SHIPS.		GERMAN SHIPS.	
<i>Dreadnought</i>		<i>Nassau</i>	
Displacement	17,900 tons	Displacement	17,760 tons
Horse-power	23,000	Horse-power	20,000
Speed	21 knots	Speed	19.5 knots
Armament	10 12in.	Armament	12 6.7in.

The only points to be noted in these figures are that the speed of the German ships has not been officially stated, and that the secondary armament of the "armoured cruisers" is still a matter for conjecture. By the analogy not only of the new German Battleships, but also by that of the *Von der Tann* type, though on a smaller scale, it seems certain that the new "armoured cruisers" will have a powerful secondary battery. The argument to follow is not concerned with the exact extent of this battery, but the main point is that the fact that the *Invincible* type, the same characteristics are present, but in an even greater degree; that is to say, greater sacrifices have been made in order to attain extreme speed, and the departure from precedent involved in the nature of the armament is more marked even than it is in the *Dreadnought* herself.

## THE NEW GERMAN SHIPS.

In the *Nassau* the horse-power is very much lower than that given to the *Dreadnought*, and the following comparison should be instructive:

Ship	Displacement	H.P.	Speed
<i>King Edward</i>	16,350 tons	18,000	18.5 knots
<i>Nassau</i>	17,760 tons	20,000	19.5 knots
<i>Dreadnought</i>	17,900 tons	23,000	21 knots

As the horse-power in the *Nassau* bears about the same ratio to the tonnage as it does in the *King Edward*, it might at first sight seem reasonable to suppose that the speed of the two ships would be about equal, that is, that the designed speed of the German ship would be about 18.5 knots. The dimensions of the *Nassau* are not available, but it can be inferred with almost absolute certainty that her form is nearer to that of the *Dreadnought* than to that of the *King Edward*, or, in other words, she is of a form of hull which is more easily driven than the relatively short broad hull. For this reason it is believed that her speed will be about 19 or 19.5 knots, which is scarcely higher than that of former battleships. There has been no sacrifice in order to gain high speed. A further reference will be made presently to the question whether it is desirable that battleships should be endowed with an abnormal degree of speed. The word "abnormal" is designedly used; for though 21 knots is the normal speed of the *Dreadnought* type, it is an abnormal speed when compared with that of all former British battleships, and with that of the German ships against which they are designed to act in case of need.

The second consideration is as to the armament of the German ships, which, in addition to their heavy guns, are to have a powerful secondary battery of 6.7in. pieces, whose projectile weighs 15lb. The British ships have no such battery, there being in them no guns intermediate between the 12-inch and the 3-inch 12pr. or the 4-inch 31pr., which are mounted as an anti-torpedo-boat armament. The German ships also will, of course, have some similar armament of small pieces. Some further examination of these two points follows.

**SUPERIOR SPEED.**  
The term "superior speed" has been adopted as a convenient technicality to denote what was described above as abnormal speed. There can be no naval reader who is ignorant of the controversy, the centre of which must have reached the general public, which the introduction of superior speed occasioned. The case against superior speed was clearly stated by several writers whose close study of the conditions of naval war entitles their views to serious attention. The case for superior speed was at first not stated; the only official attempt to justify it was not made until after the *Dreadnought* had been built, by which time the arguments against it had attained to such formidable dimensions as to call for some answer. The official reply (in Cd. 3,049 of 1906) ran thus:

"Mobility of forces is a prime necessity in war. The greater the mobility the greater the chance of obtaining a strategic advantage. This mobility is represented by speed and fuel endurance. Superior speed also gives the power of choosing the range."

The arguments against superior speed were in no way shaken by this document; it was indeed held by competent judges that they were strengthened, and they were therefore repeated. It will be convenient to summarise them here.

The official reply claims both strategic and tactical advantage, and that too in the most dogmatic manner. It was answered, with a wealth of historical illustration, that "to get early and correct intelligence of the enemy's movements and to occupy a good strategic position are more important than any practicable difference in speed. . . . The speed at which a fleet can make a passage falls far short of the maximum, because of the necessity of arriving at the decisive point with a good margin of coal in the bunkers." In the article, published in the *Morning Post* for October 10, 1906, from which these words were quoted, reference was made to the essays in which this, and other arguments which follow, were developed. It was also argued that because superior speed renders very

large ships necessary it thereby forfeits that power of strategic distribution which is a prime feature of true mobility. These were the chief points of the adverse strategic argument, and though the second of them may be held to be temporarily in abeyance they were never refuted, and that although Mr. Julian Corbett, who is the official lecturer on naval history to the Naval War College, read a very ingenious paper on the subject. Those views were examined in the *Morning Post* of May 2, 1907, and that criticism of them still stands. It has not been refuted.

As to the tactical argument, it was shown as clearly as can be, diagrammatically in fact, that the "power of choosing the range" claimed for superior speed exists only in so minor a degree as to have exceedingly little value. The advantage, such as it is, could not take effect until a considerable time after battle had been joined; and recent experience has shown that the result of naval battles is likely to be decided within a very few minutes. It was also argued then, as before, that sacrifices of fighting power in order to obtain superior speed should not be made save on very solid evidence, because no feature of a ship is so precarious or so easily lost, by accident, in battle, or merely by lapse of time, as speed. These arguments, too, have never been refuted, and still hold the field.

The German Admiralty has decided wisely, it is believed, not to make sacrifices for the pursuit of this Will o' the wisp. On a displacement equal to or less than that of the *Dreadnought* they have produced a battleship type, the *Nassau* class which by forfeiting perhaps 1½ knots of speed is able to carry an additional battery of twelve 7.7in. 154pr. guns. In this the German battleships are held to have an advantage.

## SECONDARY ARMAMENT.

The official view as to secondary armaments in battleships which has hitherto obtained may probably be fairly stated as follows:

1. At the range at which future battles will be fought secondary guns will not be effective. Their range is less than that of the 12in. or 11in. guns, and their power of penetrating armour is insignificant at what is a medium range for a heavy gun but is long range for them.

2. That the mounting of a large number of guns in one ship is undesirable, because their fire cannot be properly controlled; by which term is meant that their fire cannot easily be regulated by the observation of its effects.

3. That when a large number of guns are mounted the "blast" of some of them must needs interfere with the accuracy of fire of some others.

It is also frequently asserted that the victory of Tsushima was due to the effect of the Japanese 12-inch guns.

It was answered to these contentions:

1. That the assumption that future naval battles will be fought entirely, or even chiefly, at long range is quite unjustified by any experience in the past. The range at which fire will be opened will no doubt be long in the future, when conditions of weather admit of it, and it is therefore necessary that a battleship should have a proportion of long range guns. But at extreme ranges the proportion of hits has always been so small, when compared with that attained in peace practice, that the decisive part of the battle will take place at moderate range. Ships carry but little heavy gun ammunition, and cannot afford to waste it. It is also argued that penetration of the enemy's armour is by no means as essential as it is represented to be, that a ship can be reduced to an impotent wreck—as was the *Suruga*, which bore the Japanese flag at Tsushima—though her armour be all but unscathed.

In order to achieve this result a large number of hits is needed. By volume of fire the enemy is paralysed; he has no time to recover from the moral effect of one blow before another falls; with a great number of shots striking the effect on the personnel, which is of far greater importance than the material of the ship, is continuous and cumulative. Men who argue thus in favour of a secondary armament quote the extreme accuracy and ease in handling of the medium calibre gun, and insist also on the fact that by virtue of its very high rate of fire it can throw in a given time a weight of metal as great as the case of the six inch—or greater—gun with the 9.2 inch—than the 12 inch gun can discharge. They are also prone to quote from Captain Semenov, of the Russian Navy, who, being then a veteran in naval war, was appointed to the flag as official observer, and in that capacity was present at the Battle of Tsushima on board the flagship which was destroyed.

What Captain Semenov wrote was this: "For a great many years in naval gunnery two distinct ideas have prevailed—one is to inflict on the enemy severe and heavy damage, i.e., to stop movement, to penetrate; briefly, to put the ship at once out of action. The other is to pour upon him the greatest volume of fire in the shortest time—though it be above water and the actual damage caused by each individual shot be immaterial—in the hope of paralysing the ship, trusting that if this were done it would not be difficult to destroy her completely. In the late war we held the first of these views, and the Japanese the second."

England used to hold the second; but the *Dreadnought* type, which is officially claimed to be founded on the Japanese success at Tsushima, embodies the first in an extreme degree.

It is also pointed out, very relevantly, that in the North Sea the weather conditions are such that during the greater number of days in the year it is impossible to see clearly for more than 4,000 or 5,000 yards, a factor which would make long-range action impossible. Tsushima itself was fought under some such weather conditions as this, and during the greater part of the engagement the fleets were little more than 3,000 yards apart.

(2) For the purpose of this discussion fire-control can only be described as a "Humbert's sale." The Admiralty could not, in any case, be expected to disclose the data on which their argument on it is based. But this much may be pointed out, that the condition of fire control which prevailed when the *Dreadnought* was built involved the exposure of the chief gunnery officer to almost certain destruction. He had to stand in the fire-control position, a top placed high on a mast, to observe the fall of shot and to regulate the fire of the ship accordingly. If he were destroyed the system fell to pieces. Experiment showed that he was almost certain to be destroyed, by the fall of the mast if the top itself was not hit, therefore new pattern masts which would not fall—tripods or Eiffel Tower pattern—were introduced. But even this precaution cannot make him reasonably safe, and an entire re-creating of the system of control is now under study.

It is also urged, as an argument against attaching an excessive value to the effect of fire-control, that the system of regulating the fire by "spotting" the fall of shot is a peace system; that it can be effective only when one ship at a time is firing, i.e., when it is certain that the splashes observed are caused by her own guns, and then, too, only when but one type of gun is firing at a time. The last argument is believed to have contributed in a very great degree to the decision to give the *Dreadnought* no secondary guns. Its weakness as an argument based on the conditions of actual war may be seen from the consideration that in an engagement the spotting officer would have to decide which

were the splashes of his own ship's projectiles and which those of his next ahead probably firing at the same time at the same target.

3. As to "interference" little need be said. The term means that, owing to the dangerous "blast" and eye-deceiving "mirage" created by the explosion of large masses of gases from neighbouring guns, the gun that suffers loses efficiency to a greater or less degree. This much, however, may be pointed out, that these conditions have long been familiar in all Navies, to the Germans as to our own officers, and that the German Admiralty shows by its action that it does not consider the sacrifice of the secondary armament to be demanded thereby.

(4) This contention has been already met in the answer given to the first paragraph.

## CONCLUSION.

In conclusion, it may be mentioned that two years ago, when the *Dreadnought* design was familiar, the officer who was awarded the gold medal of the Royal United Service Institution for the year won the prize with an essay on this topic. After a close study of the question, starting from a presumed displacement of 15,000 tons, he decided that the best type of ship to be given, at a speed of 19 knots and a mixed armament of eight 12in. and sixteen 6in. guns. As a gunnery officer with a distinguished record it may at least be assumed that he was familiar with the technical difficulties involved. It is curious too to reflect that the ship which seemed to him to represent the ideal is almost exactly reproduced in the *Nassau* and her sisters.

Nothing in this article should be taken as even hinting at a belief that in the present crisis we must not immediately proceed to build more large ships. Its object is to show that we must not presume upon the quality of the ships which have been built for the Royal Navy—during the new era—the argument lies against all of them, battleships and "armoured cruisers" alike, and against the latter in an even stronger degree than against *Dreadnoughts*. In all human probability the German ships recently built are better suited for war than our own. The Admiralty's boast that the British battleships of the present year's programme will be 30 per cent. stronger than their predecessors may perhaps imply a death-bed repentance, and that these ships are to be given a secondary armament. It is sincerely to be hoped that it does.

This, however, is clear: that in designing capital ships the Admiralty has shown ignorance of the nature of naval war; and that at the present time, when an increased programme of ships of this class is forced upon us, it would be folly to trust longer to a Board which has abused its opportunities. What we need is a new building programme, a new type of capital ship, and a new Board of Admiralty.

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